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PUBLIC WORKS DEPARTMENT.

REPORT OF PROCEEDINGS

AT THE

CONFERENCE

HELD AT

POONA.

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1865.

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PRINTED AT THE
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No. 1661 of 1865.

Public Works Department.

Bombay Castle, 1st August 1865.

Resolution.—The Public Works Conference for the season will be held at Poona towards the latter end of August 1865, commencing from a date which will be fixed hereafter.

2. The Revenue Commissioners and the Superintending Engineers of Divisions should instruct the Collectors and Executive Engineers to prepare, in concert, a brief general sketch of the proceedings of the past season in the Public Works Department, and of the expenditure from both Imperial and Local Funds, and also similar prospective sketches of what is proposed to be done in the coming season, and of what it is in contemplation to bring forward for the next budget for execution in 1866-67.

3. Officers who may be unable to attend in person should send these sketches, with any other paper they may wish brought forward, either to the Superintending Engineer or Revenue Commissioner, who will bring them before the Conference.

T. F. DOWDEN, Lieut., R.E.,
Acting Under-Secretary to Government.

Agreeably to the above order, the Conference was held at Poona in the month of August 1865, and the whole of the papers submitted at the Congress are now printed in extenso. An abstract of the Proceedings, with the remarks of Government thereon, will form the subject of a separate pamphlet.

1.

NORTHERN DIVISION.

MEMORANDUM CONCERNING THE PUNCH MAHALS.

IMPERIAL WORKS SANCTIONED AND CARRIED OUT DURING 1864-65.

There was no Imperial Grant during the past year for new works. The following sums, as shown in Appendix A, were expended on the repairs to Public Buildings, &c. :—

	Rs.	a.	p.
Judicial	1,920	6	11
Revenue	1,230	9	10
Educational	14	4	8
Communications	264	15	7
In all Rupees	3,430	5	0

The Public Works Budget for 1865-66 is appended, marked B.

It contains Rs. 425 on account of alterations and additions to existing Miscellaneous Buildings. Rs. 5,192 for the construction of new Police Stations and repairs to existing ones. Rs. 400 for additions and alterations to Judicial Buildings. Rs. 1,500 specially sanctioned for the construction of a House and Cutcherry for the Assistant Collector in charge of Punch Mahals.

A sum of about Rs. 232 has been sanctioned from the Reserve for the construction of Lines for the Mounted Police at Jambooghora, &c.

Rs. 1,580 have also been applied for from the Reserve Fund for repairing and adding to the Lock-up at Godra and the Jail at Dohud.

All the above works will be carried out during the current year, should the new Police arrangements be settled in time; if not, it will be necessary to defer the construction of some of the new Police Thannas.

ROADS.

The only Metalled Road in progress in the Punch Mahals is that from Khakuria, 26 miles from Baroda, to Godra, a length of 20 miles.

The statement concerning the cost of this is as follows :—

Godra and Khakuria Road.

Amount of Estimate		Rs. 3,40,680
Deduct for Iron Pile Bridge over the River Goma at Kalole	Rs. 38,403	
Deduct for Iron Pile Bridge over the River Meysree at Godra	,, 53,048	
		91,451
		2,49,229
Add to this for increased rate of Metalling		40,979
Grand Total....		2,90,208
Amount already sanctioned		2,00,000
Balance to be supplied		Rs. 90,208

The road up to the present time has been carried out by Messrs. Forde and Preston, and the expenditure for 1863-64 amounted only to Rs. 13,073, and during 1864-65 to only Rs. 45,663-3-7, in all Rs. 58,736-3-7.

Of the 2 lakhs sanctioned for the road, Rs. 1½ lakhs have been provided for from the Punch Mahal Local Funds, and Rs. 50,000 were borrowed, with the sanction of Government, from Imperial Balances. Rs. 25,000 of this will be repaid during the current year, and the other moiety I propose repaying in 1866-67, besides granting Rs. 25,000 for the road during the same year.

There will, however, still remain a balance of rather more than Rs. 65,000, necessary to the completion of the road. This sum I trust will be granted from Imperial sources, as the Local Funds of the province cannot possibly afford so large a contribution.

The one anna cess has not been introduced into the Punch Mahals, and the only local income is derived from Transit, Export and Import duties, Cattle-pound fines, &c., to be increased in 1866-67 by the local Cesses or Varras, amounting annually to about Rs. 6,000. At present the Local Fund income, after deducting cost of Collection, Huks, &c., amounts annually to about Rs. 80,000. If therefore no Imperial grant be sanctioned for the Khakuria and Godra Road, nearly the whole of one year's receipts will be swallowed up in completion of one small section of the road from Baroda to Godra, while many important works, emergently required for the improvement and development of the country, will have to be postponed.

I would here draw attention to the desirability of continuing the Khakuria and Godra Road, on the one side to Baroda, and the other to Dohud. Unless this is done, we shall have about 20 miles of road metalled and bridged, to reach which from the Baroda side 26 miles of rice land and low swampy jungle (under water in the rains) have to be traversed, while from Dohud the present track is often stopped in the rains by the flooding of dangerous nullas.

From Baroda to Khakuria the country belongs to His Highness the Guicowar, and that prince has already commenced the construction of an unmetalled road

from the city of Baroda for a distance of about ten miles in the direction of the Khakuria and Godra Road. If at the opening of the season the Resident of Baroda could induce His Highness to continue this road and metal it throughout, a junction of the two roads would be effected.

The track from Godra to Dohud is very bad, and the portion near Dohud really dangerous from the blocks of stone scattered about, and the fearful state of the rocky nulla crossings. This road is in every respect an Imperial line of traffic, it being the main road from Malwa to all parts of Gujarat. The Local Funds cannot bear the cost of such an expensive work as a metalled road will be. More than 20 miles, however, of the distance pass through the territory of the Raja of Barriah. I therefore think that a portion of the cost might be met by the accumulations of the Barriah Tribute, which are, I believe, very considerable. The remainder of the road from Godra to Dohud should be constructed from Imperial Funds, aided from time to time by such contributions as the Local Funds can afford, and if Government sanction a grant, I propose that one lakh of rupees be given in 1866-67. This money will be spent by the Public Works Department, and the road should by all means be commenced from the Dohud end.

There are no other *large* works requiring Imperial grants during 1866-67; but the sums required for the improvement of the Dohud Jail, Police Thannas, &c. will be entered in the Budget now in course of preparation.

LOCAL FUNDS.

The amount sanctioned for expenditure in the Local Fund Budget for 1864-65 (Appendix C) was Rs. 2,01,086. Of this, Rs. 1,85,586 were for the Khakuria and Godra Road, and Rs. 15,500 for other local improvements, &c.

The works carried out will be found in the Budget appended; they include a cleared Road of 16 miles, from Palee on the Myhe to Godra. This clearance is 150 feet in width, having 50 feet made passable for carts in the centre.

Of the 2 lakhs entered in the Local Fund Budget for 1864-65, Rs. 50,000 were, as stated before, borrowed from Imperial Balances.

LOCAL FUND BUDGET FOR 1865-66 (APPENDIX D).

The amount budgetted against is Rs. 70,296. From this, however, Rs. 4,000 must be deducted, as Government have decided that the Local Verras or Cesses will not be available till 1866-67, when the previous collections since the cession of the Punch Mahals to the British Government may also be credited to Local Funds.

The chief items of the Budget are Nos. 1, 2, 3, and 4.

No. 1 secures the repayment of a moiety of the Rs. 50,000 borrowed from Imperial Balances.

Nos. 2 and 3 provide for cleared Roads, 24 miles in length, from Godra to Shera, and Godra to Oodwara on the Dhond line.

Both lines have been laid down by the Engineer, and will at any time be available for the construction of metalled roads without any alteration.

The Road to Shera will form the commencement of a series of communications I hope to effect, should the Chiefs of Loonawara and Sonth, &c. assist. My desire is to run a good cleared road from Godra *vid* Shera to Loonawara, and

another from Shera to Sonth, while a portion of the cleared road from Godra to Oodwara will form the starting point of a direct road from Godra to Jhallode.

The other items in the Budget for 1865-66 do not require particular mention.

LOCAL FUND BUDGET FOR 1866-67 (APPENDIX E).

The Receipts for the year in question will amount (it is estimated) to Rs. 1,12,000. Of this, Rs. 32,000 will be derived from the accumulations of Verras or Local Cesses since the cession of the Punch Mahals till the present year.

The chief items are Nos. 1, 2, 3, 4, 5, and 6.

No. 1 will secure the repayment of the balance of the loan of Rs. 50,000.

No. 2 provides for an extra grant to the Khakuria and Godra Road.

Nos. 3 and 4 for Bridges and Drains on the Godra and Oodwara and Godra and Shera Roads.

No. 5 provides for the construction of a superior kind of cleared Road from Dohud to Hatheedra, 18 miles, in the direction of Godra.

For this road I have in a previous paragraph solicited an Imperial grant, and I would again strongly advocate the claims of this great commercial highway. Should, however, the grant of one lakh of rupees not be sanctioned, the amount I have entered in the Local Fund Budget for 1866-67 will be sufficient to provide for a very passable cleared road.

No. 6 contemplates the improvement of the ghaut near Dohud.

This work has been partially done during the past season, and the old, almost impassable track has been very much improved, but the gradients are still very steep, and further expenditure will be necessary.

Village Chowras and Dhurumsalas are urgently required in the Punch Mahals. Of the former not one exists, and consequently in the smaller villages there are no places for the Talatees to live or carry on work. They are therefore forced to dwell in the kusba towns away from their work, whereby great inconvenience is caused. Should Government be pleased to sanction an Imperial grant during 1866-67 for the Dohud and Godra Road, Rs. 18,000, now entered in the Budget for that year to provide for a cleared road, will be available for the construction of a few Chowras and Dhurumsalas.

SCHOOLS.

There being no one anna cess in the Punch Mahals, no grants have as yet been made from Local Funds for Education. I applied to the late Revenue Commissioner on taking charge of my districts for sanction to set aside a certain sum yearly for Schools, but sanction was not accorded. I still consider that a yearly grant from the available Local Funds would be desirable, as the school-houses in the Punch Mahals are bad and unfit for the purpose.

A Statement concerning the existing Schools is appended, marked F.

W. H. PROPERT,

Extra 1st Assistant Collector, in charge Punch Mahals.

Poona, 6th September 1865.

APPENDIX A.

GRANT FOR REPAIRS TO PUBLIC WORKS DURING 1864-65.

Budget Allotment as per Superintending Engineer's sanction conveyed in his Memorandum No. 3641, dated 1st September 1864, to the First Assistant Collector.

	Judicial Works.	Revenue Works.	Educational.	Communications.	Total.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Grant	1,911 0 0	1,205 0 0	15 0 0	290 0 0	3,421 0 0
Sanctioned out of Reserve as per Superintending Engineer's letter to the Revenue Commissioner, No. 385, dated 3rd February 1865	....	128 0 0	....	....	128 0 0
Do. do. No. 387, same date	307 10 11	....	....	....	307 10 11
	2,218 10 11	1,333 0 0	15 0 0	290 0 0	3,856 10 11
Deduct.—Expended during the year	1,920 6 11	1,230 9 10	14 4 8	264 15 7	3,430 5 0
Balance remitted to the Executive Engineer, Kaira, with letter No. 144, dated 22nd April 1865	298 4 0	102 6 2	0 11 4	25 0 5	426 5 11

W. H. PROPERT,
Extra 1st Assistant Collector, in charge Punch Mahals.

APPENDIX B.

PUBLIC WORKS BUDGET—PART I.

Government of Bombay. ORIGINAL WORKS. **For 1865-66.**

Subdivision in Classification.	Executive Division or District or other disbursing Department.	PROJECTS. No.	PROJECTS. Description and Locality.	Amount of Estimate.	Computed Expenditure up to 30th April 1864.	Probable Expenditure.	Remarks and References.
			Additions and Alterations in existing Buildings.	Rs.	Rs.	Rs.	
Land and Miscellaneous.	Punch Mahals	1	Renewing roofs of the buildings allotted as the official residence of the Mamlutdar of Godra	60	....	60	
		2	Renewing door-leaves of the gate of the Vejulpooree Fort	40	....	40	
		1	Putting up windows in the Mamlutdar's kutcherry at Dohud	50	....	50	
		1	Making a shed with a roof near the official residence of the Mamlutdar at Dohud	70	....	70	
		1	Renewing wooden walls in the upper room of the Mamlutdar's kutcherry at Hallolee	25	....	25	
		1	Renewing roof of the Havellee at Champaneer	180	....	180	
			Total.....Rs.	425	....	425	
			NEW WORKS.				
			Godra Purgunna.				
Police	Ditto.	4	Police Stations in the town of Godra	425	....	425	These new Thanas will be required in consequence of the proposed Police arrangements.
		1	Ditto at Melan	100	....	100	
		1	Ditto at Wagjeepoora	105	....	105	
		1	Ditto at Kurona Amba	125	....	125	
		1	Ditto at Metral	45	....	45	

1	Ditto Station at Mehlole	45	.. .	45
1	Ditto at Assardee Vanta	100	....	100
1	Ditto at Ramgurree	125	....	125
1	Ditto at Pandooa	105	....	105
1	Ditto at Oorwara	150	....	150
	Dohud Purgunna.			
2	Police Stations at Jeykote	200	....	200
1	Ditto at Hatheedra	150	....	150
1	Ditto at Jambooa	100	....	100
1	Ditto at Jusawarra	100	....	100
1	Ditto at Tanda	100	....	100
1	Ditto at Nuvagaum	100	....	100
1	Ditto at Khurode	100	....	100
1	Ditto at Bhoonin Kheda	100	....	100
	Jhallode Purgunna.			
1	Police Station in the town of Jhallode	150	....	150
1	Ditto at Leimree	125	....	125
1	Ditto at Sablee	125	....	125
1	Ditto at Golana	85	....	85
	Kallole Purgunna.			
1	Police Station in the town of Kallole	150	....	150
1	Ditto at Juntral	125	....	125
1	Ditto at Bedia	75	....	75
1	Ditto at Santmutia	150	....	150
1	Ditto at Veezulpoor	125	....	125
	Hallole Purgunna.			
2	Police Stations in the town of Hallole	170	....	170
1	Ditto at Talavdee	100	....	100
2	Ditto at Suvrajpoor	150	....	150
2	Ditto at Bhumeria	175	....	175
1	Ditto at Chan Tulavree	90	....	90
	Carried over ....Rupees	4,070	.....	4,070

Subdivision in Classification.	Executive Division or District or other disbursing Department.	PROJECTS. No.	Description and Locality.	Amount of Estimate.	Computed Expenditure up to 30th April 1864.	Probable Expenditure.	Remarks and References.
				Rs.	Rs.	Rs.	
			Brought over....	4,070	.....	4,070	
Police	Punch Mahals	1	Police Station in the town of Vesunia	80	....	80	
		1	Ditto at Mooala	100	....	100	
		3	Ditto at Jamboghorra	50	....	50	
		1	Ditto at Chalwud	100	....	100	
			ADDITIONS TO AND ALTERATIONS IN STANDING BUILDINGS.				
			Godra.				
		1	Renewing walls and roof of the Foujdar's kutcherry	150	....	150	
		1	Renewing wall of the Thanna at Morwa and erecting two sheds for horses in it.	100	....	100	
		1	Enlarging the Thanna at Gurchoondree	35	....	35	
		1	Renewing the Thanna at Dhonitra	85	....	85	
		1	Ditto ditto at Kaleea Koowa	35	....	35	
		1	Ditto ditto at Khandia	35	....	35	
			Dohud.				
		1	Making choonam and stone steps to the Kotwalee gate	125	....	125	
			Jhallode.				
		1	Making doors to the lines of the G. B. Corps at Jhallode.	7	....	7	
		1	Ditto to the rooms in the Thanna at Veilpurra	2	....	2	
		1	Enlarging the Thanna at Chakulia	15	....	15	
		1	Substituting tiled in place of a thatched roof over the Thanna at Gurundoo.	48	....	48	
		1	Ditto ditto in the Thanna at Khaida	40	....	40	

			Hallole.			
		1	Renewing roof of the lines of the Police Horse at Hallole	65	....	65
		1	Enlarging the Thanna at Dhurrola	50	....	50
			Total for Police ..Rs.	5,192	....	5,192
			ADDITIONS TO AND ALTERATIONS IN STANDING BUILDINGS.			
			Godra.			
Court Houses.	Punch Mahals	1	Renewing the walls of the Kutcherry and making a story over it	215	....	215
			Dohud.			
Ditto.	Ditto.	1	Renewing the shed in front of the Kutcherry and putting up a window in one of the walls.....	185	....	185
			Total.....Rupees	400	....	400

W. H. PROPERT,

First Assistant Collector, in charge Punch Mahals.

Camp Dohud, 18th August 1864.

PUBLIC WORKS BUDGET—PART II.

Government of Bombay. REPAIRS. **For 1865-66.**

Description of Repairs.	Executive Division or District.	Military.			Civil Administration.						Public Improvement.						Grand Total.
		Army.	Navy.	Total.	Revenue.	General.	Ecclesiastical.	Educational.	Judicial.	Total.	Municipal.	Marine.	Agricultural.	Communication.	Electric Telegraph.	Total.	
Current Repairs.	Punch Mahals	....	....	....	346	....	....	....	695	1,041	....	....	....	111	....	111	1,152
	Total....	....	....	....	346	....	....	....	695	1,041	....	....	....	111	....	111	1,152
Special Repairs.	Punch Mahals	....	....	....	94	....	....	....	....	94	....	....	....	....	....	....	94
	Total....	....	....	....	94	....	....	....	....	94	....	....	....	....	....	....	94

Camp Dohud, 18th August 1864.

W. H. PROPERT,
First Assistant Collector, in charge Punch Mahals.

PUBLIC WORKS BUDGET—PART IV.

A CLASSIFIED ABSTRACT.

Govt. of Bombay. **For 1865-66.**

Classification.	Works.	Repairs.	Total.
	Rs.	Rs.	Rs.
II.—CIVIL ADMINISTRATION.			
C. Revenue.—1. Land and Miscellaneous	425	346	771
Total.....	425	346	771
G. Judicial—1. Police	5,192	674	5,866
G. Judicial—2. Court-houses	400	10	410
G. Judicial—3. Jails	....	11	11
	5,592	695	6,287
III.—PUBLIC IMPROVEMENT.			
L. Communications.—2. Unmetalled Roads	....	75	75
L. Communications.—7. Accommodation for Travellers.....	....	36	36
* Omitted as transferable to the Local Funds	....	* 111	111

W. H. PROPERT,
First Assistant Collector, in charge Punch Mahals.

Camp Dohud, 18th August 1865.

IMPERIAL WORKS FOR 1865-66.

PROJECTS.	New Works.		Repairs.	
	Judicial.	Revenue.	Judicial.	Revenue.
Budget allotment	5,592	425	695	346
Deduct 15 per-cent for Reserve	839	64	104	52
Sanctioned as per Superintending Engineer's Circular No. 1680, dated 17th May 1865	4,753	361	591	294
Add.				
Charge for the construction of a house and kutcherry for the Assistant Collector, as per Supplementary Budget, sanctioned by Government Resolution dated 14th July 1865	....	15,000	....	....
Sanctioned out of Reserve.				
Pendalls and shed for the Mounted Police and Horses at Jambooghora, as per Superintending Engineer's Memorandum to the Revenue Commissioner, No. 1956, dated 6th June 1865	213	....	....	....
Converting into a Treasury a room in the Godra Mahal Kutcherry, as per do. No. 2012, dated 10th June 1865	....	19	....	....
Extra charge on account of repairs to the lines and buildings occupied by the Gujarat Bheel Corps at Dohud, as per Superintending Engineer's Memorandum No. 315, dated 8th August 1865	....	....	85	....
Applied for out of Reserve.				
Additions to the Jail at Dohud, as per letter to the Superintending Engineer No. 416, dated 8th August 1865	530	....	....	....
Do. to the Lock-up at Godra as per do. do.	889	....	....	....
Special repairs to the Deputy Collector's kutcherry at Godra, as per letter to the Superintending Engineer No. 430, dated 15th August 1865	....	....	....	130
A wall of the Mamlutdar's official residence at Kallole to be heightened, as per do.	....	64	....	....
Erecting a shed near Fouzdar's kutcherry at Godra, as per do.	97	....	....	....
Special repairs to the roof over the Fort Gate at Godra, as per do.	....	....	60	....
Total ....Rupees	6,489	15,444	736	424

Rupees 500 have been drawn and spent during the 1st quarter for Repairs to existing Buildings, and Rs. 3,000 applied for for expenses during the 2nd quarter.

W. H. PROPERT,
Extra 1st Assistant Collector, in charge Punch Mahals.

APPENDIX C.

Local Funds Assets against the Grant for 1864-65.

	Rs.	a.	p.
Balance of Transit Duty on 1st May 1864	1,50,409	13	0
Do. Cattle Pound Fund	712	8	4
Loan from Government on account of the Khakuria and Godra Road	50,000	0	0
Rs.	2,01,122	5	4

Local Fund Grants, &c., against the Assets for 1864-65.

Grant for 1864-65.....			2,01,086	0 0
Expenditure during the year			49,848	5 5
			1,51,237	10 7
Deduct—Expended from May to July 1865			7,694	5 8
Balance..Rs.			1,43,543	4 11
Viz.—				
Undrawn on account of the Godra and Khakuria Road.....	1,39,922	12 5		
In hand on 31st July 1865	3,620	8 6		
			1,43,543	4 11

Nos.	Projects.	Grant for 1864-65.	Drawn up to 30th April 1865.	Expenditure Up to 30th April 1865.
	PART I.			
	Communications.	Rs.	Rs. a. p.	Rs. a. p.
1	Clearing the Road between Godra and Palee....	3,000	3,000 0 0	.....
2	Road from Khakuria to Godra	1,85,586	45,663 3 7	45,663 3 7
3	Road for direct entrance into the town of Dohud.	1,200	1,200 0 0	644 12 7
4	Improving the passage through the stream near Jeykote and another obstruction on the Godra and Dohud Road	1,000	1,000 0 0	411 2 6
5	Works under Rs. 1,000.....	2,500	2,500 0 0	273 12 3
	Miscellaneous Public Improvements.			
6	Works under Rs. 1,000.....	2,000	2,000 0 0	955 5 4
	Reserve Fund.			
7	Reserve for unforeseen works	2,500	2,500 0 0	1,277 11 4
	PART II.			
	Repairs.			
8	Public Improvements—Municipal	400	400 0 0	18 11 7
9	Do. do. Communications.....	1,100	1,100 0 0	433 9 2
	Establishments.			
10	Establishment 1,200 0 0	1,800	1,800 0 0	170 1 1
11	Contingencies..... 600 0 0			
	Total.....Rupees	2,01,086	61,163 3 7	49,848 5 5

N.B.—Besides the sum of Rs. 61,163-3-7, the total of column No. 4 Kaira, but as that sum consists of the balance of Cattle Pound Fund on 1st May

FOR 1864-65.

OUT OF THE AMOUNT DRAWN.			BALANCE.			To be expended during 1865-66 on the Projects.	REMARKS.
From May to July 1865.	Total.		In Cash.	Undrawn Grant.	Total.		
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
3,000 0 0	3,000 0 0		.....	.....	.....	.....	
.....	45,663 3 7		.....	1,39,922 12 5	1,39,922 12 5	1,39,922 12 5	
495 13 2	1,140 9 9		59 6 3	.....	59 6 3	59 6 3	
588 13 6	1,000 0 0		.....	.....	.....	.....	
913 7 0	1,187 3 3		1,312 12 9	.....	1,312 12 9	1,312 12 9	
1,032 9 3	1,987 14 7		12 1 5	.....	12 1 5	12 1 5	
257 11 1	1,535 6 5		964 9 7	.....	964 9 7	964 9 7	
233 3 0	251 14 7		148 1 5	.....	148 1 5	148 1 5	
132 0 0	565 9 2		534 6 10	.....	534 6 10	534 6 10	
10 12 8	1,210 13 9		589 2 3	.....	589 2 3	589 2 3	
7,694 5 8	57,542 11 1		3,620 8 6	1,39,922 12 5	1,43,543 4 11	1,43,543 4 11	

(Rs. 854-5-1) has also been received during the year from the Executive Engineer, 1863, it is not accounted for here.

LOCAL WORKS EXECUTED DURING 1864-65 AND IN PROGRESS SINCE.

No.	PROJECTS.	Expenditure during 1864-65.	Expenditure from May to July 1865.	To be expended during 1865-66, since August 1865.	Total, or the Grant for 1864-65.
	PART I.				
	Communications.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1	Road between Godra and Palee	.....	3,000 0 0	.....	3,000 0 0
2	Do. from Khakuria to Godra	45,663 3 7	.....	1,39,922 12 5	1,85,586 0 0
3	Do. for direct entrance into the town of Dohud	644 12 7	495 13 2	59 6 3	1,200 0 0
4	Do. from the bridge to the town gate in Dohud	.....	450 15 0	.....	1,000 0 0
5	Improving the ascent up the Ghaut near Dohud	411 2 6	137 14 6		
	Works under 1,000 *Rupees.*				
6	Putting up a bridge over the stream running from the tank at Dohud	273 12 3	590 5 0	1,312 12 9	2,500 0 0
7	Drain near the Kunkunpurry Gate in Godra	.....	23 2 0		
8	Sinking a well at Vedpoor in the Kullole district	.....	300 0 0		
	Miscellaneous Public Improvements.				
9	Road within the town of Dohud	.....	850 0 4		
10	Sinking a well at the village of Peenglee in Kullole	150 0 0	142 6 2		
11	Improving the Jail compound at Dohud	54 7 5	9 15 4	12 1 5	2,000 0 0
12	Removing filth from the tank at Dohud	17 15 11	.....		
13	Improving existing works (Buildings)	732 14 0	30 3 5		
	Reserve Fund.				
14	Opening up clearances and improving a cart track between Kullole and Jambooghora.	1,277 11 4	256 8 6	964 9 7	2,500 0 0
15	Improving the tank at Jhalode	.....	1 2 7		

PART II.

Repairs.

	Public Improvements—Municipal.										
16	Cleaning out a well at Doonia in Kullole			8	11	7	.....				
17	Sinking a kutcha well at Sooltanpoora in Kullole			10	0	0	.....				
18	Repairing wells in the town of Kullole			.....			51	3	0		
19	Repairing a well at Kaliakooa in Godra			.....			4	0	0		
20	Ditto	Gurchoondree	ditto	.....			5	0	0	148	1 5
21	Ditto	Dhurola	Kullole	.....			20	0	0		400 0 0
22	Ditto	Jambooghora	ditto	.....			150	0	0		
23	Ditto	Kunasoee	Dohud	.....			3	0	0		
	Public Improvements—Communications.										
24	Repairing roads outside the town of Godra			412	7	8	100	0	0		
25	Repairing a cart track through the Gorna River near Kullole			.....			32	0	0	534	6 10
26	Repairs to a road through the town of Jhalode			21	1	6	.....				1,100 0 0
	Establishment.										
27	Establishment and Contingencies			170	1	1	1,040	12	8	589	2 3 1,800 0 0
	Total....Rupees			49,848	5	5	7,694	5	8	1,43,543	4·11 2,01,086 0 0

W. H. PROPERT,
Extra 1st Assistant Collector, in charge Punch Mahals.

APPENDIX D.

Local Fund Assets against the Grant for 1865-66.

		Rs.	a.	p.
Balance of Cattle Pound Fund.....		1,257	11	8
Do.	Transit Duties	65,002	0	0
Do.	Veras or Cesses	4,000	0	0
Do.	Local Funds on 1st May 1865, as per Memorandum of Assets and Budget Grant for 1864-65	36	4	4
	Total....Rs.	70,296	0	0

N.B.—The expenditure during 1865-66 out of Local Funds should be within the amount budgetted for by Rs. 4,000, as that amount is not to form a part of the Assets for the year, Government having decided that the item which is on account of Veras will not be available till 1866-67.

LOCAL FUNDS FOR 1865-66.

No.	Projects.	Grant for 1865-66.			Probable Expense during the year.			Estimated Balance at the close of the year.	Remarks.
	PART I.								
	Communications.								
	Repayment of a moiety of the advance received from Government on account of the—	Rs.	a.	p.	Rs.	a.	p.		
1	Godra and Khakuria Road	25,000	0	0	2,5000	0	0	....	
2	Godra and Shera Road, 12 miles, at Rs. 500 per mile	6,000	0	0	6,000	0	0	....	
3	Road from Godra to Oorwara, 12 do. do	6,000	0	0	6,000	0	0	....	
4	Bridges and drains for Godra and Palee Road	9,500	0	0	9,500	0	0	....	
5	River crossing at Soneepoor	950	0	0	950	0	0	....	
	Miscellaneous Public Improvements.								
6	New well at Vengnapoor.....	1,500	0	0	1,500	0	0	....	
7	Newwell s in the Godra district....	2,000	0	0	2,000	0	0	....	
8	Do. do. Dohud.....	1,200	0	0	1,200	0	0	....	
9	Do. do. Hallole.....	1,500	0	0	1,500	0	0	....	
10	Do. do. Jhalode	1,200	0	0	1,200	0	0	....	
11	Do. do. Kallole.....	1,000	0	0	1,000	0	0	....	
12	3 Crossings near Dohud over Khan River, at Rs. 400 each	1,200	0	0	1,200	0	0	....	
13	Making clearance of road between Leemree and the Thanna of Chakulia, 10 miles, at Rs. 100 per mile.	1,000	0	0	1,000	0	0	....	
	Reserve Fund.								
14	Reserve for unforeseen works	3,686	0	0	3,686	0	0	....	
	PART II.								
15	Public Improvements—Municipal, viz. repairing old wells and country tracks within the Punch Mahals..	3,000	0	0	3,000	0	0	....	
16	Repairing road from Palee to Godra, at Rs. 75 per mile, for 16 miles..	1,200	0	0	1,200	0	0	....	
	Establishments.								
17	Establishments	2,700	0	0	2,700	0	0	....	
18	Contingencies	960	0	0	960	0	0	....	
	Tools and Plants.								
19	Surveying and Mathematical Instruments, and other furniture	700	0	0	700	0	0	....	
	Total....Rupees	70,296	0	0	70,296	0	0	....	

W. H. PROPERT,
Extra 1st Assistant Collector,
in charge Punch Mahals.

APPENDIX E.

Local Fund Assets for 1866-67.

		Rs.	a.	p.
Receipts on account of Transit Duties, &c.		80,000	0	0
Do.	Veras or Cesses from 1861-62 to 1865-66 at Rs. 6,400 per annum, sanctioned as per Government Resolution No. 3085, dated 19th July 1865	32,000	0	0
	Total....Rs.	1,12,000	0	0

LOCAL FUNDS BUDGET FOR 1866-67.

No.	Projects.	Probable Grant for 1866-67. Rs.	a.	p.	Probable Expenditure during 1866-67. Rs.	a.	p.	Remarks.
	PART I.							
	ORIGINAL WORKS.							
	Communications.							
1	Advance to be repaid, Godra and Khakuria Road	25,000	0	0	25,000	0	0	
2	Metalled Road from Godra to Khakuria	25,000	0	0	25,000	0	0	
3	Bridges and Drains for Road from Godra to Oorwara, 12 miles, at Rs. 500 per mile.....	6,000	0	0	6,000	0	0	
4	Do. do. for Road from Godra to Shera, 12 miles, at Rs. 500 per mile..	6,000	0	0	6,000	0	0	
5	Road from Dohud to Huteedra, 18 miles, at Rs. 750 per mile	13,500	0	0	13,500	0	0	
6	Improving Ghaut near Dohud.....	3,000	0	0	3,000	0	0	
	Compensation for Roads.							
7	From Godra to Khakuria	2,000	0	0	2,000	0	0	
8	From Godra to Palee	800	0	0	800	0	0	
9	From Godra to Shera	600	0	0	600	0	0	
10	From Godra to Oorwara	600	0	0	600	0	0	
	Total...	82,500	0	0	82,500	0	0	
	Miscellaneous Public Improvements.							
11	Jungle clearances in Naikra Jungles..	2,000	0	0	2,000	0	0	
12	New wells on Godra and Oorwara Roads.	1,000	0	0	1,000	0	0	
13	Do. do. Godra and Shera Road..	1,000	0	0	1,000	0	0	
14	Do. do. in Districts.....	4,000	0	0	4,000	0	0	
15	Miscellaneous works under Rs 1,000..	3,000	0	0	3,000	0	0	
	Total....	11,000	0	0	11,000	0	0	
	PART II.							
	Repairs.							
16	Repairing Godra and Palee Road, 16 miles, at Rs. 100 per mile.....	1,600	0	0	1,600	0	0	
17	Repairing Godra and Shera Road, 12 miles, at Rs. 75 per mile	900	0	0	900	0	0	
18	Repairing Godra and Oorwara Road, 12 miles, at Rs. 75 per mile	900	0	0	900	0	0	
19	Public Improvements—Municipal	4,000	0	0	4,000	0	0	
	Total....	7,400	0	0	7,400	0	0	
20	Establishments	8,060	0	0	8,060	0	0	
21	Contingencies	1,000	0	0	1,000	0	0	
	Total....	9,060	0	0	9,060	0	0	
22	Tools and Plant	400	0	0	400	0	0	
	Reserve Fund.							
23	Reserve for unforeseen works	1,640	0	0	1,640	0	0	
	Grand Total.... Rs.	1,12,000	0	0	1,12,000	0	0	

W. H. PROPERT,

Extra 1st Assistant Collector, in charge Punch Mahals.

APPENDIX F.

SCHOOLS IN THE PUNCH MAHAL DISTRICTS.

Talooka.	Village.	Grade of Schools.	No. of Pupils.	Cost per Mensem.	Remarks.
Godra	Godra.....	2nd Class A.V.	208	91 0 0	
,,	,,	Persian	42	26 8 0	
,,	Shera	Primary	67	32 8 0	
,,	Timba.....	,,	43	16 8 0	
,,	Mehlole	,,	42	17 8 0	
,,	Valavpoor ..	,,	51	18 0 0	The Government grant is Rs. 391-12 per mensem, ofwhich Rs. 36-12 is available for *new* schools at Kankanpoor .. (Godra Talooka.) Nadisur ..... (Godra Talooka.) Ruttenpoor.... (Godra Talooka.) After the rains the people of these places will contribute something towards them.
Kallole.....	Kalole.....	Superior Ver.	167	47 0 0	
,,	Adadra	Primary	41	16 12 0	
,,	Vezalpoor ..	Superior Ver.	111	28 0 0	
,,	Malao.....	Primary	26	15 8 0	
,,	Dehelole....	,,	57	18 8 0	
,,	Jantral	,,	61	19 0 0	
,,	Pingli	,,	53	17 8 0	
,,	Erole	,,	21	13 4 0	
,,	Derole	,,	36	14 12 0	
,,	Mokul	,,	55	16 8 0	
Hallole.....	Hallole	Superior Ver.	85	32 0 0	
,,	Kanjri.....	Primary	43	16 8 0	
Dohud.....	Dohud	2nd Class A.V.	138	52 0 0	
Jhalode	Jhalode	Superior Ver.	72	30 8 0	
,,	Limdi	Primary	44	19 8 0	
			1,463		

N.B.—A *Primary* School is one in which Elementary instruction in the Vernacular is given, say up to Fourth Book, Vulgar Fractions, Gujarati Grammar, Geography, Native Accounts, and Writing.

In a *Superior School* all the above and everything else that can be given and the pupils are willing to learn through the medium of the Vernacular.

In a *2nd Class Anglo-Vernacular School* all the above is taught and the elements of English.

Contributions from the people towards the maintenance of these schools is Rs. 68-4 per mensem.

The fees amount to about the same and are all spent on these schools.

The schools of all grades are *very* promising ones, but more money is urgently required—*1st*, for their improvement; and *2nd*, for the establishment of new schools.

The total amount expended last year (ending 30th April last) on the Punch Mahals Schools was as under:—

Government.	Salaries (fixed)	Rs.	2,418	0	0
	Ditto (temporary increase)	„	642	0	0
	Buildings	„	615	0	0
		„	3,675	0	0
People's Contributions, Fees, &c.	On Salaries, Contingencies, &c.	„	2,637	0	0
		Rs.	6,312	0	0

W. H. PROPERT,
Extra First Assistant Collector,
in charge Punch Mahals.

Poona, 29th August 1865.

2

AHMEDABAD COLLECTORATE.

There are in this Collectorate—

Metalled Roads completed	44	miles.
Unmetalled do.	7	„
Cleared Roads	56	„
Metalled Roads in progress (moorum and sand)	17	„
Do. do. earthen lines completed	68	„
Do. do. suspended	48	„

Besides the above, 268 miles of roads have been projected and surveyed, 89 miles of cleared roads, and a high-road to Wudwan, 65 miles in length, projected.

2. No new works under the head "Military" were undertaken during the past year.

3. *Civil Buildings.*—The only works of any interest for which funds were provided were Police Stations in various parts of the collectorate. The sanction for these, eleven in number, was Rs. 18,450. Only Rs. 3,008 were expended in 1864-65, and Rs. 2,612 since 1st May last, leaving a balance of Rs. 15,442 unexpended on 1st May. The chief reasons for the non-completion of these Police Stations were the low rates of the original estimates, which prevented contractors coming forward, and the general unhealthiness of the past season, which kept labourers away from the works. It having been originally supposed that these Police Stations would be completed within the past official year, no provision was made in the Budget for the current year. A sanction of Rs. 20,499 is now asked for to complete them.

COMMUNICATIONS.

Ahmedabad and Gogo Road.

4. Rs. 3,09,525 were sanctioned in 1864-65 from Imperial Funds for the Gogo and Dhundooka portion, 68 miles in length, of this road. Rs. 3,01,362 of this sanction were expended, leaving a balance of Rs. 8,162. Rs. 2,50,000 have been sanctioned in the Budget for the present year. Of this, Rs. 86,607 have already been expended.

(*a*) This road is now embanked throughout, and there only remain seven miles to be bridged and drained. Rs. 75,000 will complete this portion as a partly metalled, bridged, and embanked road.

(*b*) Twenty-eight miles of the road are at present metalled with stone, and 17 miles with sand metal for another six miles is ready for spreading, so that only seventeen miles of road remain to be provided with surfacing material. It is proposed to use sand and moorum here at a cost of about Rs. 50,000, including spreading and consolidating. In short Rs. 1,25,000, a sum within the balance of the sanctioned amount for the current year, will complete the Gogo and Dhundooka Road as a partly metalled and partly moorumed road. A further sanction over and

above the Budget sanction for this year of Rs. 1,00,000 will be required if the road is to be metalled throughout.

(*c*) The close of the monsoon of 1866 will, I trust, see this portion of the Ahmedabad and Gogo Road completed.

Ahmedabad and Dhundooka Section.

(*d*) The above section of the road has not been worked on this year. A survey has been made, and an estimate is in hand for repairing the embankment, and bridging a portion of the line from Changodra to Bhamsra, a distance of 21 miles. Of the remaining portion it has not yet been determined whether it should be brought into use or a fresh line chosen.

LOCAL FUNDS.

5. A statement of proceeds and disbursements has been drawn up by the Collector.

	Amount available.		Amount expended.
	1864-65	1865-66	1864-65
New works	1,60,000	62,000	1,50,000
Repairs and Establishment.	20,000	20,000	....

COMMUNICATIONS—LOCAL FUND.

Sirkej and Veerumgaum Road, 30½ *miles.*

6. The estimate for this road, as a metalled road, amounted to Rs. 4,28,601. Government, however, decided that the road should not be metalled. Only a short length of the road, some 6 miles, remains to be drained. The grant for the past year was Rs. 1,00,000, out of which Rs. 97,410 were expended. The sanction for the current year is Rs. 16,658. An additional grant of Rs. 10,000 is requested to complete this line as a bridged and embanked road. The cost for metalling the road was estimated at 2½ lakhs of rupees.

Ahmedabad and Nerriad Road —(Ahmedabad to Surunjra, 74 *miles).*

7. Estimates and plans for this project have been submitted. No funds were provided for it in the Budget for the current year. A sanction of Rs. 50,000 is requested to allow of the line being defined and cleared during the coming working season, so as to allow of the road work being vigorously carried on in 1866-67.

Rs. 6,52,494.

Ahmedabad and Deesa Road, 94 *miles.—(Ahmedabad and Puttun portion,* 71 *miles).*

8. A portion of this line to Puttun, a distance of 71 miles, has been surveyed; the remaining portion, 23 miles in length, is being surveyed by the Deesa Executive Engineer. Plans and estimates are in hand and will be submitted shortly. Could a sanction of Rs. 10,000 be granted from Imperial Funds, this line could be cleared and thoroughly defined during the current year.

9. The amount appropriated from the Imperial Budget for 1864-65 was Rs. 3,36,563; the amount expended Rs. 3,10,283.

10. The grants from Local Funds and other collections amounted to Rs. 1,40,439, out of which Rs. 1,10,023 were expended.

11. The only other works of any interest carried out from Local Funds were—

(*a*) The iron bridge over the Bhogawa river near Pheydra, of $9 \times 30'$ span girders on screw piles, on the line of cart traffic between Dholka and Dhundooka. The funds for this bridge were obtained from the Dhollera Dhurum-*Talão* Fund. The bridgeway is completed; a small portion of the brick pitching, and the heads of the approaches remain incomplete. The cost of this bridge will be Rs. 42,538. Rs. 36,414 have already been paid to Messrs. Forde and Preston, the contractors.

(*b*) A lighthouse at Perim, built at a cost of Rs. 5,633, the funds being contributed by the Cambay Port Fund.

(*c*) The approach to the proposed bridge over the Saburmuttee, from the Railway station, through the city of Ahmedabad, 2 miles 207 feet in length. The embankments and drains of this road are in a forward state. The estimated cost of this road is about Rs. 1,82,000, which includes Rs. 70,000 for compensation for land taken up.

Rs. 25,000 spent.

12. A statement of works proposed for entry in the Budget for 1866-67 is appended; the most important are—

(*a*) A redoubt to be built on the racecourse at Ahmedabad, several projects for which have been submitted.

(*b*) Mr. Premchund Roychund's training schools, which are to cost Rs. 68,000.

(*c*) A Roman Catholic Chapel, the estimate for which has been submitted and sanctioned.

(*d*) The Ahmedabad High Court, a plan and estimate for which have been submitted, and it is believed sanctioned.

(*e*) A Central Jail near Dhoolia Kote, on the same plan as the Poona Jail.

(*f*) An iron bridge over the Saburmuttee, plans and estimates for which, amounting to $4\frac{3}{4}$ and 4 lakhs respectively, have been submitted by Messrs. Forde and Preston, local engineers of repute. This bridge will consist of twenty-three 60-feet span, Warren girders, on wrought iron screw piles.

(*g*) The diversion of the course of the Bhadur River into its original bed, near Dhundooka, and in connection therewith a project for a water supply to Dhollera.

(*h*) Renewing the portion of the Ahmedabad and Dhundooka Road between Changodra and Bhamsra.

13. The following detailed statements accompany this report:—

Statement No. 1.—Works to be proposed to be carried out in 1865-66 from the Imperial Budget.

Statement No. 2.—Imperial work in progress, and the expenditure thereon, in 1864-65.

Statement No. 3.—Proposed new works, Imperial.

Statement No. 4.—Proposed new works, Local, and a list of works in progress.

Statement No. 5.—Details of existing and proposed roads.

Statement No. 6.—Abstract of remarks on roads in progress or proposed, and a map of the collectorate.

H. H. LEE, Lieutenant, R.E.,
Acting Executive Engineer, Ahmedabad.

ROADS—ABSTRACT OF REQUIREMENTS.

Description.	Names.	1865-66.	1866-67.	To complete.
		Rs.	Rs.	Rs.
Imperial.	Gogo and Dhundooka	3,00,000	50,000	....
„	Dhundooka to Ahmedabad	....	1,50,000	12,04,826
„	Neemuch Road	50,000	3,00,000	3,02,494
„	Ahmedabad to Wudwan	10,000	3,00,000	3,53,000
„	Deesa Road to Puttun only	10,000	2,00,000	4,10,000
„	Kupperwunj to Paiton	....	1,00,000	Not known.
Local.	Sirkej to Veerumgaum	26,658	....	None.
„	Ahmedabad to Nauwapoora (Dholka Road) ..	16,503	....	....
„	Changodur to Dhundooka.....	13,000	....	....
„	Veerumgaum to Dhakadee	5,012	....	....
„	Ahmedabad to Kooha	6,000	....	....
„	Prantej to Hursole	4,800	....	....
„	Dhundooka to Ranpoor	1,700	....	....
„	Ranpoor to Burwalla	4,000	....	....
„	Khus Ryud to Tugree	4,000	....	....
„	Gogo to Tujrap	6,000	....	....
„	Bowla to Sanund	1,000	....	....
„	Bunkora to Dekawara	2,000	....	....
„	Kopra to Ujralee	2,000	....	....

H. H. LEE, Lieutenant, R.E.,
Acting Executive Engineer, Ahmedabad.

STATEMENT of New Works proposed to be carried on in 1865-66 *in the Ahmedabad Collectorate under the Executive Engineer, Ahmedabad, from Imperial Funds.*

Names of Works.	Amount of original Estimate.	Amount sanctioned in the Budget for 1865-66.	Further Amount required for 1865-66.	Remarks.
I.—MILITARY.	Rs.	Rs.	Rs.	
Three stables for the Royal Artillery	12,588	12,588	5,103	These works will be commenced as soon as the revised estimates are sanctioned. The amount shown in the 4th column is the difference between the estimated and revised amount which requires sanction.
Outhouses for the European barracks	19,286	19,286	10,540	
Erecting a Persian barrack	30,683	30,683	10,716	
Adding a back veranda to the family quarters of the Royal Artillery	5,274	5,274	3,267	
Flooring the European barracks with stone	20,088	20,088	4,800	
A new magazine	3,858	3,858	1,342	
II.—CIVIL BUILDINGS.				
Kutcherry, complete with subsidiary buildings and enclosure-wall, and officers' quarters over entrance gate at Morassa	15,590	15,590	6,103	
Kutcherry, complete with subsidiary buildings and enclosure, at Sanund	8,805	8,805	4,593	
Police stations at Morassa and Sanund	8,249	8,249	4,937	
IV.—COMMUNICATIONS.				
Road and bridges between Gogo and Dhundooka	6,02,825	2,50,000	1,00,000	In progress.
Road from Ahmedabad to Wudwan	.....	.....	1,00,000	These will be commenced if sanction for the sum shown is accorded.
Road from Ahmedabad to De sa	.....	.....	10,000	
Road from Ahmedabad to Sumeyra	6,52,494	.....	50,000	

H. H. LEE, Lieutenant, R.E.,
Acting Executive Engineer, Ahmedabad.

STATEMENT of Imperial Works in progress in 1864-65, *and the Expenditure thereon in that year.*

Names of Works.	Amount of Estimate.	Sanctioned for 1864-65.	Actual Expenditure in 1864-65.	Balance.	Amount sanctioned for the current year.	Further Amount required for completion.	Actual Expenditure from 1st May to 15th Aug. 1865.	Date of probable Completion.
II.—CIVIL BUILDINGS.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
G.—JUDICIAL.								
1. *Police.*								
One large and ten small Police stations in the Ahmedabad collectorate	18,450	18,450	3,008	15,442	....	20,499	2,612	Three of these stations are in progress.
Additions and alterations to the Police lines at Veerumgaum	1,785	1,785	1,667	118	....	....	....	Completed in 1864-65.
IV.—COMMUNICATIONS.								
1. *Metalled Roads.*								
Portion of the Ahmedabad and Gogo road between Gogo and Dhundooka	13,00,496	3,09,525	3,01,362	8,163	2,50,000	1,00,000	86,607	In progress.
Improvement to the road from the Kaloopore gate to the cantonment of Ahmedabad	4,632	4,632	3,468	1,164	....	....	....	Completed in 1864-65.
2. *Unmetalled Road.*								
Survey of a road portion between Ahmedabad and Puttun	* 2,171	2,171	778	1,393	....	500	157	* Rupees 577½ pertain to the portion between Puttun and Deesa.

H. H. LEE, Lieutenant, R.E.,
Acting Executive Engineer, Ahmedabad.

STATEMENT showing the New Works proposed to be brought forward at the coming Conference.

Consecutive No.	No. of relative importance.	Names of Works.	Amount of Estimate.	Computed Expenditure up to the 30th April 1866.	Proposed Expenditure in 1866-67.	Agency available.	Remarks.
		I.—MILITARY.	Rs.	Rs.	Rs.	The agency required will depend upon the works sanctioned to be carried out at present. One 1st Class and one 2nd Class Assistant Engineers, 8 members of the upper subordinate establishment and 4 members of the lower subordinate establishment are available.	
		A.—Army.					
		1. *Fortifications.*					
1.	1	Constructing a redoubt on the racecourse at Ahmedabad	1,09,440	.....	50,000		Plans and estimates of this have been returned for alterations. It is intended to afford space for the construction of Arsenal and Commissariat buildings.
		2. *Cantonments.*					
2	2	A barrack store-room with fire-engine rooms attached, and habitations for one 2nd tindal and four lascars at Ahmedabad	4,081	.....	4,081		Revised estimate has been prepared.
		3. *Accommodation for Troops.*					
3	2	Additions and alterations in the hospital and out-houses of Her Majesty's Royal Artillery at Ahmedabad	1,843	.....	1,843		Plans and estimates submitted.
4	2	A harness-room in the cantonment of Ahmedabad	2,325	.....	2,325		Ditto ditto.
5	1	Additions to the Artillery quarter-guard at Ahmedabad	1,622	.....	1,622		Estimate submitted.
6	1	A blacksmith's forge, with shoeing shed, for the Royal Artillery at Ahmedabad	4,450	.....	4,450		Plan and estimate submitted.
7	1	A picquet room to contain 10 men of the Royal Artillery at Ahmedabad	7,762	.....	7,762		Ditto ditto.
8	2	Two privies for Her Majesty's 13th and 20th Regiments N. I. in the cantonment of Ahmedabad	5,000	.....	5,000		In course of preparation.
9	1	Brick floor to the hospital of the Royal Artillery at Ahmedabad.	1,218	.....	1,218		Estimate for this was submitted; one for concrete floor is now called for, which will be sent as soon as possible.

Consecutive No.	No. of relative importance.	Names of Works.	Amount of Estimate.	Computed Expenditure up to the 30th April 1866.	Proposed Expenditure in 1866-67.	Agency available.	Remarks.
			Rs.	Rs.	Rs.		
10	2	Erecting rest-houses for the European troops at the Ahmedabad Railway Station	72,971	.....	40,000	The agency required will depend upon the works sanctioned to be carried out. At present one 1st Class and one 2nd Class Assistant Engineers, 8 members of the upper subordinate establishment and 4 members of the lower subordinate establishment are available.	Sanctioned in G. R. No. 184, of 21st January 1865, for consideration when the Budget for 1865-66 was to be prepared. The work has not, however, appeared in the printed Budget.
11	2	Constructing solitary-cells for Native troops in the cantonment of Ahmedabad	2,167	.....	2,167		Estimate in hand.
12	2	A magazine to contain 5,000 rounds of gun ammunition	2,760	.....	2,760.		Estimate sent to Quartermaster General N. D. A. last year.
13	1	A double fives court on an improved plan, to have a back wall to admit of its being used for racket playing	6,000	.....	6,000		Plans and estimates for these works will be prepared as soon as possible.
14	1	A double skittle-alley, to be of sufficient length to allow of the American bowl game	4,308	.....	4,308		
15	1	A gymnasium according to the English standard plan..	4,000	.....	4,000		
16	1	A swimming-bath for men's families	2,000	.....	2,000		
17	1	A reading-room with presses for books, a recreation room, and a regimental refreshment shop, all under the same roof, but the latter at one end separated entirely from the rest of the building by a partition-wall, and having a separate entrance	6,000	.....	6,000		
18	2	A serjeants' mess, with reading and recreation room, in a central position convenient to the staff serjeants' quarters.....	5,300	.....	5,300		
19	2	A women's day room for each wing	2,000	.....	2,000		
20	1	A latrine for the Artillery syces and grass-cutters at Ahmedabad	1,800	.....	1,800		Plan and estimate in course of preparation.
21	1	Two latrines—one to accommodate men, and the other for families for each Native Regiment of Her Majesty's 13th and 20th in the cantonment of Ahmedabad	8,100	.....	8,100		Ditto Ditto.
22	2	Prison accommodation for the Royal Artillery at Ahmedabad....	.....	.....	.....		The subject is under consideration.

		II.—CIVIL ADMINISTRATION.						
		C.—Revenue.						
		1. *Land and Miscellaneous.*						
23	1	A new building for the kutcherry of the Mamlutdar of Duskrohee Talooka, without the ordinary accommodation for Police and outer wall	14,613	....	14,613	....	This is to be on the standard plan.
		3. *Salt.*						
24	1	Constructing Police chowkees at the Koorda and Unwerpoor salt works	1,828	....	1,828	....	Plans and estimates in hand.
		5. *Post Office.*						
25	3	Additions and alterations to the post office at Gogo	1,375	....	1,375	....	Plan and estimate submitted.
26	2	Post Office for the City of Ahmedabad	19,780	....	19,780	....	Ditto ditto.
		E.—Ecclesiastical.						
		1. *Churches and other Buildings.*						
27	2	Adding a porch, &c. to the City Church at Ahmedabad	3,992	....	3,992	....	Ditto ditto.
28	1	A Roman Catholic chapel in the cantonment of Ahmedabad	5,959	....	5,959	....	Sanctioned in G. R. No. 606, of 17th March 1865, for entry in the Budget for 1866-67.
29	2	Additions and alterations to the Camp Church in the cantonment of Ahmedabad	1,567	....	1,567	....	Plans and estimates submitted.
		F.—Educational.						
30	1	Mr. Premchund Roychund's training school-house at Ahmedabad.	68,000	....	68,000	....	Revised plan and estimate in course of preparation.
31	2	School-houses for 150 boys	Brick & lime 9,800 Brick & mud. 9,000	....	9,800 9,000		
32	2	Ditto for 100 do.	Brick & lime 6,558 Brick & mud. 6,020	....	6,558 6,020		
33	2	Ditto for 50 do.	Brick & lime 3,213 Brick & mud. 2,897	....	3,213 2,897		

Consecutive No.	No. of relative importance.	Names of Works.	Amount of Estimate.	Computed Expenditure up to the 30th April 1866.	Proposed Expenditure in 1866-67.	Agency available.	Remarks.
		G.—Judicial.	Rs.	Rs.	Rs.		
		1. *Police.*					
34	2	A mounted police party of one duffadar and six sowars proposed to be stationed at the village of Adawlaj.....	.....	.....	2,000	....	Plan and estimate will be prepared when standard plan is received.
		2. *Court Houses.*					
35	1	Adawlut at Ahmedabad	3,46,339	.....	1,50,000	....	Plan and estimate submitted.
		3. *Jails.*					
36	2	Constructing jailor's quarters and out-houses in the Jail at Ahmedabad	3,630	.....	3,630	....	Ditto ditto.
37	1	A proposed Central Jail in Gujarat proposed to be built at the Dhooliakote	.....	.....	50,000	....	Plan and estimate will be put in hand when the standard plan is received. Rupes 50,000 could be spent next year if sanctioned.
		III.—AGRICULTURAL.					
		2. *Tanks (Local Work).*					
38	1	Project for filling the Khakuria and Chundoola tanks	75,000	.....	40,000	....	Rough plan and estimate submitted for approval of the Superintending Engineer, Northern Division.
		IV.—COMMUNICATIONS.					
		3. *Bridges.*					
39	1	Bridge and approaches to the Saburmuttee River at Ahmedabad.	5,00,000	.....	2,50,000	....	Fresh designs have been called for from Mr. Wells, Engineer, London.
40	2	Masonry bridge over the branch of the Bhadher River near Jullia, on the portion of the Gogo and Ahmedabad road between Dhundooka and Ahmedabad	3,336	477	2,859	....	If the original line is not abandoned, the bridge will be required.

41	2	Masonry bridge over the Bhagawa River on the portion of the Gogo and Ahmedabad road between Ahmedabad and Dhundooka	1,00,819	.....	50,000	....	This is an old project, and will come in use if the line is not altered.
		6. *River Improvements.*					
42	1	Diverting the course of the Bhadhur River at Dhundooka into its original bed	10,732	.....	10,732	....	Plan and estimate submitted.
		7. *Accommodation for Travellers.*					
43	1	Dhurumsallas at the Railway Station, Ahmedabad	.....	.....	65,000	....	The project is being got up in concert with the Collector (*vide* Government Resolution No. $\frac{309\ C.\ W.}{1267}$, of 10th June 1865).
		V.—MISCELLANEOUS PUBLIC IMPROVEMENTS.					
		I.—MARINE.					
		1. *Harbour.*					
44	2	Erecting a steamer pier at Gogo	3,47,000	.....	1,50,000	....	Plans and estimates returned for alterations.

H. H. LEE, Lieutenant, R.E.,
Acting Executive Engineer, Ahmedabad.

Ahmedabad, Executive Engineer's Office,
August 1865.

STATEMENT of Local Fund Works in Progress in 1864-65, *and those proposed to be carried on in* 1865-66.

Names of Works.	Amount of Estimate.	Amount sanctioned for 1864-65.	Actual Expenditure in 1864-65.	Balance.	Amount sanctioned for the current year.	Remarks.
IV.—COMMUNICATIONS.	Rs.	Rs.	Rs.	Rs.	Rs.	
Unmetalled Roads.						
Road from Surkej to Veerumgaum	2,03,173	1,00,000	97,410	2,590	14,068	In progress. The amount of metalling is not included in the sum in column 2.
Clearing the extension of the Veerumgaum Road to Patree and Mundul up to Dhakree	8,812	3,800	323	3,477	5,012	Ditto ditto.
Road from Ahmedabad to Dholka as far as Nuwapoora	27,201	23,000	840	22,160	16,503	Kept in abeyance until the plan and estimates are formally sanctioned.
Road from Guneshbaree to Astodia Gate and Kurunj	....	10,839	10,839	....	14,906	The funds of this road are made available from local collections.
7 Wells on the Surkej and Veerumgaum Road	2,800	2,800	611	2,189	2,189	In progress.
		Proposed for 1865-66.				
A well at Dhakree at the junction of the Patree and Mundul road	500	500	....	500	500	In progress.
Road from Ahmedabad to Kooha	6,000	....	....	....	6,000	New works to be carried on in 1865-66.
Road from Bunkora to Dekawara	2,000	....	....	....	2,000	
Road from Prantej to Hursole	4,800	....	....	....	4,800	
Road from Dhundooka to Ranpoor	1,700	....	....	....	1,700	
Road from Ranpoor to Burwalla	4,000	....	....	....	4,000	

Road from Khus to Tugdee	4,000	....	....	....	4,000	New works to be carried on in 1865-66.
Road from Gogo to Mhoowa through Trapuj	6,000	....	....	....	6,000	
Levelling road from Bowla to Sanund	1,000	....	....	....	1,000	
Making embankment to the Kharee River at Dhamatwan village	1,200	....	....	....	1,200	
Levelling road from Kopra to Uggalee on the road from Gogo to Paleetanna	2,000	....	....	....	2,000	
Planting and watering trees from Dhundooka to Dhollera	1,000	....	....	....	1,000	
Bridges.						
Bridge over Bhogawa River between Lodla and Phedra.....	42,538	Funds made available from Dhurum Talao Fund as required.	21,787	6,144	6,144	Completed in 1864-65.
Bridge over the Bhadher River near Dhundooka ..	8,932	637	248	389	....	Ditto ditto.
MISCELLANEOUS PUBLIC IMPROVEMENTS.						
MARINE.						
Light-house.						
Light-house on the Island of Perim	5,777	2,859	2,715	144	....	The expenditure on this is met from the Cambay Port Fund. Completed in 1864-65.

H. H. LEE, Lieutenant, R.E,
Acting Executive Engineer, Ahmedabad.

ROADS IN THE AHMEDABAD COLLECTORATE EXECUTED IN 1864-65.

Surveyed Roads.

Raipoor to Sumevra	61
Veerumgaum to Mundul and Patree	27
Changodur to Dhundooka *viâ* Dholka	54½
Ahmedabad to Puttun *viâ* Kurrie	71
Kuppurwunj to Bokrole	39¾
Ahmedabad to Kooha towards Kupperwunj	15
	268

Cleared Lines completed.

Dholka to Suheij on road to Kaira	6
Ahmedabad to Raipoor *viâ* Nurrora	10
Nurrora to Vullad	5½
Prantej to Tajpoor on the road to Ahmedabad	7
Bowla to Dholka	8½
Ahmedabad and Dholka Road from 3rd mile from Ahmedabad to Chelora	15
Veerumgaum to Bojwa	4
	56

Unmetalled Roads: Embanked, Bridged, and Drained—Earthen Lines completed.

Ahmedabad towards Dholka	2
Dhollera to Khoon Bunder	5
	7

Metalled Roads—Earthen Lines in progress.

Polarpoor to Dhundooka on the Ahmedabad and Gogo Road	10

Metalled Roads—Earthen Lines completed.

Sirkej to Veerumgaum	30½
Wulla to Polarpoor	27½
	58

Metalled Roads in progress.

Chumardee to Panvee (metalling with moorum and gravel)	17
	17

Metalled Roads completed.

Gogo to Chumardee	28
Ahmedabad to Cantonment	3
Do. to Shaheebaugh	1½
Do. Railway Station to Camp	1½
Ahmedabad to Changodur	10
	44

Proposed Cleared Roads in 1865-66 (*Unsurveyed*).

Dhundooka to Ranpoor	15
Ranpoor to Burwalla	16
Khus to Tugree	12
Gogo to Trapuj	22
Prantej to Hursole	12
Bowla to Sanund	12
	89

H. H. LEE, Lieutenant, R.E.,
Acting Executive Engineer, Ahmedabad.

Ahmedabad, Executive Engineer's Office, August 1865.

2 a

AHMEDABAD COLLECTORATE.

ROADS.

ABSTRACT OF REQUIREMENTS.

Designation of Roads, ranked according to importance.	Length. Miles.	Length. Furlongs.	Completed in 1863-64.	Completed in 1864-65.	In Progress.	Suspended.	In charge of what Department.	In what state of repairs as far as completed.
Ahmedabad and Gogo Road (Imperial.) — Gogo to Dhundooka..	68	..	Gogo to Wulla.	Wulla to Bhimnath.	Bhimnath to Dhundooka.	.....	Public Works Department.	Good ....
Ahmedabad to Dhundooka.	59	..	Ahmedabad to Surkej.	Surkej to Changodur	.....	Changodur to Dhundooka.	Public Works Department.	Good as far as Changodur.
Surkej to Veerumgaum ..... Local.	30	..	.....	.....	Surkej to Veerumgaum.	.....	Public Works Department.	Good ....
Ahmedabad to Sumeyra (Neemuch Road) ..... Imperial.	70	..	.....	.....	.....	.....	.....	.....
Ahmedabad to Wudwan ..... Imperial.	65	..	.....	.....	.....	.....	.....	.....

Total amount of Estimate.	Balance required to complete from 1st May 1865.	Grant of this year.	Revised Grant required and Funds whence required.	Grant required for 1866-67.	REMARKS.
Rs.	Rs.	Rs.	Rs.	Rs.	
13,00,496	4,74,092*	2,50,000	1,00,000 Imperial Funds.	.....	If the Rs. 1,00,000 required is granted, it will be sufficient to complete the road. The metalling will, however, have to be spread in 1866-67.
13,54,826	.....	.....	.....	1,50,000	The road between Changodur and Bhamnera, 21 miles, has been resurveyed. Plans and estimates are in course of preparation for embanking and draining this portion. The portion between Bhamnera and Dhundooka is to be left in its present state (*vide* S. E. No. 4923 of 1864) until the question of a new and better line is settled. A survey of an entirely new line from Dhundooka to Ahmedabad has been submitted for approval.
4,28,501	2,41,986	16,668	10,000 Local.	.....	This road is embanked throughout; it is also, with the exception of about 4 miles in length, bridged and drained. The amount of original estimate (Rs. 4,28,501) included Rs. 2,25,428 for metalling. Government, however, decided that metal should not be used.
6,52,494	6,52,494	.....	50,000	3,00,000 from Imperial Funds.	Plans and estimates have been submitted. The road for a distance of 10 miles has been cleared at a cost of Rs. 4,272, viz. to Raipoor. Should a grant of Rs. 50,000 be made shortly, the whole line could be cleared and defined before 30th April 1866.
Abstract estimate. 6,63,000	6,63,000	.....	10,000 Imperial Funds.	3,00,000	The survey of this road has been postponed for the present (*vide* Government Resolution No. 175 of 20th January 1865, and Superintending Engineer N. D.'s No. 318 of 30th idem). Captain Greig, R.E., submitted a Memorandum to the Conference of 1864-65 on the subject of this road. If early orders for the survey of this line are issued and Rs. 10,000 allotted, the road can be defined by April 1866. The estimated cost in column 10 is calculated at the rate of Rs. 13,000 per mile from Sanund to Wudwan, the line proposed by Captain Greig. This amount would be the cost of an embanked and ballasted Railway line drained and bridged.

Designation of Road, ranked according to importance.	Length. Miles.	Length. Furlongs.	Completed in 1863-64.	Completed in 1864-65.	In Progress.	Suspended.	In charge of what Department.	In what state of repairs as far as completed.
Ahmedabad to Deesa .... Imperial.	71	..	....	....	....	....	....	....
Ahmedabad to Puttun, portion 71 miles.								
Kupperwunj to Tintaee *viâ* Morassa	39	2	....	....	....	....	....	....
Ahmedabad to Kupperwunj	15	..	....	....	....	....	....	....
Dhollera to Khoonbunder and along side wharf.	5	..	....	Complete..	....	....	Public Works Department.	Indifferent.
Veerumgaum to Mandul & Patree Local.	37	..	....	3 miles ..	From 4th mile towards Patree.	....	....	....

REQUIREMENTS– (*continued*).

Total amount of Estimate.	Balance required to complete from 1st May 1865.	Grant of this year.	Revised Grant required and Funds whence required.	Grant required for 1866-67.	REMARKS.
Rs. Abstract estimate.	Rs.	Rs.	Rs.	Rs.	
6,20,000	6,20,000	.....	10,000	2,00,000	The portion of this road between Ahmedabad and Puttun has been surveyed during the past season by the Ahmedabad office. Plans and estimates are in course of preparation. Rs. 10,000 could be profitably expended this year, if early sanction is given, in clearing and defining the line. The average estimate is obtained from a mileage rate of Rs. 8,713, which is about the estimated amount, no allowance being made for metal, which is with difficulty procurable. The road would be simply an embanked and bridged road.
2,47,851	.....	.....	.....	1,00,000	The survey of this road was commenced in 1861-62, and whilst in progress transferred to the Kaira office, where the plans and original estimates were drawn out. Owing to some suggested deviation a new survey, plans, and estimates will be required. This new survey and project will be taken in hand on the opening of the working season. The amount of the original estimate, entered in column 10, does not include the cost of bridging the Meshwa, Watruck, and Mahajun rivers.
.....	.....	6,000 Local.	.....	.....	This road as far as Kooha, 15 miles in length, is in the Ahmedabad collectorate. This has been surveyed, and Rs. 6,000 provided by the Collector from the Local Collections for expenditure in 1865-66. The remainder of the road passes through His Highness the Guicowar's territories.
.....	.....	.....	.....	.....	This is an earthen road, kept in repair from the tolls collected on it. Several projects for a Tramway have been proposed. The cost, however, of the most economical would be very great. Should there ever be a line of Railway from Gogo to the cotton districts such tramway would be of little use.
30,678	30,355	8,489	10,000 Local Fund.	11,866	The clearance of this line is in progress. It is an extension of the Veerumgaum and Ahmedabad Road. Plans and estimates for completing the line are in course of preparation.

Designation of Road, ranked according to importance.	Length.		Completed in 1863-64.	Completed in 1864-65.	In Progress.	Suspended.	In charge of what Department.	In what state of repairs as far as completed.
	Miles.	Furlongs.						
Ahmedabad to Dholka direct .. Local.	24	..	2 miles ..	.....	.....	11 miles..	Public Works Department as far as Nuwapoora, 13 miles ; from Nuwapoora to Dholka, 10 miles. Revenue Department	The first 2 miles good.
Road from Bowla to Dholka	8	4	.....	.....	.....	.....	.....	.....
Changodur *via* Dholka Kote, and to Dhundooka...	54	2	.....	.....	.....	.....	.....	.....
Road from Dhundooka through Tugdee to Buggud and Khus. Local.	12	..	.....	.....	.....	.....	.....	.....
Ahmedabad to Nurora, with branch to Raeepoor and Wullad ..... Local.	15	..	.....	.....	.....	.....	.....	.....

REQUIREMENTS—*(continued.)*

Total amount of Estimate.	Balance required to complete from 1st May 1865.	Grant of this year.	Revised Grant required, and Funds whence required.	Grant required for 1866-67.	REMARKS.
Rs.	Rs.	Rs.	Rs.	Rs.	
27,201	17,357	16,503	854 Local Funds.	.....	A project for completing a portion of this road from Ahmedabad to Nuwapoora has been submitted. The first two miles of the road were completed in 1863-64 with drains and embankments. During 1864-65 only Rs. 840 were spent in collecting materials. Further progress on it was suspended by order of the Superintending Engineer Northern Circle, until the plans and estimates received formal sanction. The portion of the line between Nuwapoora and Dholka is under the charge of the Revenue authorities. Three miles of this have been cleared.
.....	.....	.....	.....	.....	This road was cleared partly in 1863-64 and partly in 1864-65 by the Revenue Department. If any money be available from Local Collections, the line can be improved during the current year.
.....	.....	13,000 Local Funds.	.....	.....	This road has been surveyed. A rough plan of it was submitted to the Superintending Engineer Northern Circle, on 8th March 1865, for approval. When returned, the project will be put in hand and estimated. In the meantime the Collector has provided Rs. 13,000 from Local Funds for clearing the line.
12,000	.....	4,000 Local.	.....	8,000	An abstract estimate for clearing this road has been submitted. If sanctioned, this money could be spent profitably during the current year.
.....	.....	.....	.....	.....	Government in their Resolution No. 700, dated 15th April 1864, decided that the whole road from Ahmedabad to Sumeyra should be considered as a "local road." The Collector was requested to provide Rs. 19,000 to improve the portion from Ahmedabad to Muvra, 5 miles, which is at present only cleared. But he objected, however, to this road being considered a local one. It would certainly appear to be an imperial line, joining as it does a portion of the military road to Neemuch. Rs. 50,000 have been asked for this road for the current year. This portion would be improved from out of that grant, supposing it given.

H. H. LEE, Lieutenant, R.E.,
Acting Executive Engineer, Ahmedabad.

TABULAR MEMORANDUM showing the information in respect to Local Fund Works dated the 7th

WORKS UNDER EXECUTION.

No.	Particulars.	Funds in 1864-65. Granted.	Expended.	Balance.	Further sanction during the current year 1865-66. Amount.	Amount expended.	Estimate of what will be required to complete the Works.	Number of years the expenditure would spread over.	Explanatory Remarks.
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs.	Rs.	Rs.	
1	Road from Veerumgaum to Surkej and extension to Mandul	1,00,000 0 0	97,410	2,590 0 0	14,068	..	..	..	
	Compensation for land taken up for the above road	2,596 4 11	....	2,596 4 11	....	..	..	..	
		1,02,596 4 11	97,410	5,186 4 11	....	..	..	..	
2	Road from Ahmedabad to Dholka	23,000 0 0	840	22,160 0 0	13,403	..	..	..	
	Compensation for land ..	....	....	....	1,500*	..	..	..	
	Planting trees..... Local Fund ....200 Imperial 500	700 0 0	700	....	1,600	..	..	..	
	700								
		23,700 0 0	1,540	22,160 0 0	....	..	..	..	
3	Bridge over the Bhadur River	637 0 0	248	389 0 0	....	..	..	..	
4	Road clearance from Veerumgaum to Dhakree towards Patree. ..	3,800 0 0	323	3,477 0 0	5,012†	..	..	..	
	Materials for Mandul bridge	....	....	....	3,000	..	..	..	
5	Making a cleared road 110 feet wide, including compensation for the land taken up from Dholka to Suhij, 6 miles long	1,000 0 0	1,000	....	5,000	..	..	..	
6	Improving the approaches to the ferry at Shahibaug.....	1,609 0 0	1,157	452 0 0	1,600	..	..	..	
7	Culvert over a small stream at Mehmoodpoor	1,500 0 0	970	530 0 0	....	..	..	..	
8	Embanking the tank at Barejree	1,500 0 0	1,481	19 0 0	....	..	..	..	
9	Tank at Sanund— Local Fund ..1.000	1,000 0 0	....	1,000 0 0	1,000	..	..	..	
	Contribution ..1,000	....	....	....	1,800	..	..	..	
	2,000				2,800				

* Between Ahmedabad and Nuwapoora, 15 miles, at Rs. 100 per mile.

† Clearance of a 60-feet road from Veerumgaum to Mandul and Patree, about 27 miles.

prepared in accordance with the instructions contained in the Revenue Commissioner's No. 2469 B, August 1865.

NEW WORKS.				
No.	Proposed.	Rough Estimate of Cost.	Specification of the means at the disposal of the Local Fund Committee.	Explanatory Remarks.
	FOR 1865-66.	Rs.	Rs.	
1	Road from Ahmedabad to Kooha, a village of Duskrohee, on the route to Kupperwunj, 15 miles long and 60 feet wide, also compensation for land taken up.....	.6,000		
2	Road from Changodur *viâ* Dholka and Koth to Dhundooka, 55 miles.	13,000	....	The portion from Changodur to Dholka is 14 miles long, and the clearance and compensation for land taken up is at Rs. 200 per mile—total Rs. 2,800. The remaining portion from Dholka to Dhundooka (exclusive of 6 miles lying within the Koth estate) covers 35 miles. An average rate of Rs. 120 per mile will be necessary to cover the cost of clearance, and some permanent marks where required—total Rs. 4,200. That portion (6 miles) of the road lying through the Koth estate will be made at the expense of the Thakore, who has agreed to give Rs. 1,000 per mile—total Rs. 6,000. The whole cost Rs. 13,000.
3	Compensation for road from Dholka to Bawla and Dholka to Surora, about 11 miles	1,500		
4	Road from Bhunkora to Dekawara.	2,000	....	In Veerumgaum Talookdaree villages.
5	Road from Purantej to Hursole, about 12 miles, and compensation for land taken at Rs. 400 a mile..	4,800		
6	Road from Dhundooka to Ranpore, 15 miles.....	1,700	....	A portion of this road runs through Talookdaree and Kattiawar villages; the former will pay Rs. 769 and the latter Rs. 607, the rest being defrayed out of the Local Fund.
7	Road from Ranpore to Burwalla...	4,000	....	Of this sum Rs. 500 will be paid out of the Local Fund, and the balance (Rupees 3,500) by the Talookdaree villages, through which a greater portion of this road runs.
8	Road from Khus to Tugree	4,000	....	This work will be executed out of the Talookdaree portion of the Fund.

WORKS UNDER EXECUTION.

No.	Particulars.	Funds in 1864-65. Granted.	Expended.	Balance.	Further sanction during the current year 1865-66. Amount.	Amount expended.	Estimate of what will be required to complete the Works.	Number of years the expenditure would spread over.	Explanatory Remarks.
		Rs. a. p.	Rs.	Rs. a. p.	Rs.	Rs.	Rs.	Rs.	
10	Tank at Mandul	2,000 0 0	....	2,000 0 0	....	..	..	..	
	Local Fund ..2,000								
	Contribution ..3,000								
	5,000								
11	Munsuree Tank at Veerumgaum	1,500 0 0	630	870 0 0	1,500	..	..	..	
	WORKS COSTING Rs. 1,000 AND LESS THAN THAT.								
	Communications.								
12	Road from Ahmedabad to Purantej	900 0 0	843	57 0 0	1,579*	..	..	..	
13	Roads.....	3,675 0 0	2,969	706 0 0	....	..	..	..	
	Original works 1,525								
	Repairs 2,150								
	3,675								
14	Chowras.....	1,950 0 0	1,425	525 0 0	....	..	..	..	
	Original works ..150								
	Repairs 1,800								
	1,950								
	Miscellaneous Improvements.								
15	Tanks.....	8,695 0 0	8,200	495 0 0	....	..	..	..	
	Original works 5,200								
	Repairs 3,495								
	8,695								
16	Wells, step wells, and huwaras	12,744 0 0	4,693	8,051 0 0	....	..	..	..	
	Original works 5,875								
	Repairs 6,869								
	12,744								
17	Dam	650 0 0	50	600 0 0	....	..	..	..	
	Original works 600								
	Repairs 50								
	650								

* Rs. 979 to complete clearance of the road from Purantej to Tajpore, and compensation for land taken up.
600 compensation for land from Nurroda to Wullad.
Rs. 1,579

NEW WORKS.				
No.	Proposed.	Rough Estimate of Cost.	Specification of the means at the disposal of the Local Fund Committee.	Explanatory Remarks.
		Rs.		
9	Road from Gogo to Muhoowa through Tulaja.	6,000	....	This road is proposed in four sections, viz. 1, Gogo to Hoeedur; 2, Hoeedur to Morchund; 3, Morchund to Kookur; 4, Kookur to Trapuj. The sum of Rs. 6,000 is proposed for the formation of the 1st section of 6 miles long.
10	Planting and watering trees on the road side from Dhundooka to Dholiera.	1,000	....	Of this sum Rs. 400 will be paid out of the Local Fund, and the rest by the Talookdaree villages.
11	Levelling road from Bawla to Sanund. ..... Khalsa ..... 667 Talookdaree 333 1,000	1,000	....	
12	Making embankment to Kharee River at Dhaumtwan.....	1,200	....	
13	Levelling road towards Kobree to Ugialee on the road from Gogo to Palee Thanna.	2,000	....	
14	Repairs to road from Ahmedabad to Dholka	1,200	....	
	WORKS COSTING LESS THAN Rs. 1,000.			
	Communications.			
15	Roads..... Original works..... „ Repairs 950 950	950	....	
16	Bridges ..... Original works..... „ Repairs 3,800 3,800	3,800	....	
17	Civil buildings	4,891	....	
	Repairs.			
	Travelling bungalows .. 861 Dhurumsallas ..... 3,000 Chowras 1,030 4,891			

WORKS UNDER EXECUTION.

No.	Particulars.	Funds in 1864-65.			Further sanction during the current year 1865-66.		Estimate of what will be required to complete the works.	Number of years the expenditure would spend over.	Explanatory Remarks.
		Granted.	Expended.	Balance.	Amount.	Amount Expended.			
		Rs.	Rs.	Rs.	Rs.	Rs.			
18	Reserve	4,054	141	3,913					
				22,695					

Note.—Balance of the works under items from 4 to 18 ..... 22,695 0 0
Establishment 1,156 1 9
Contingent 1,179 10 9
Dead stock 630 0 0

Total....Rs. 25,660 12 6

Availed in 1865-66 as detailed in the annexed Memorandum.

NEW WORKS.

No.	Proposed.	Rough Estimate of Cost.	Specification of the means at the disposal of the Local Fund Committee.	Explanatory Remarks.
		Rs.	Rs.	
18	*Miscellaneous Improvements.*			
	Tank	5,592	....	
	Original work 500			
	Repairs 5,092			
	5,592			
19	Wells	3,450	....	
	Original works..... 2,300			
	Repairs 1,150			
	3,450			
20	Reserve	6,250	....	
	WORKS ABOVE AND BELOW Rs. 1,000.			
21	Public improvement from Dhurrum Talao Fund	21,279		
22	WORKS UNDER Rs. 1,000	8,733	....	To be met from the unexpended balance (*vide* Memorandum annexed).
	Communications and Miscellaneous Improvements—Original Works & Repairs.			
	Road..... 229			
	Chowras 470			
	Wells 5,215			
	Tanks 395			
	Repairs under Executive Engineer for roads, boats, &c. 2,424			
	8,733			
	NEW WORKS FOR 1866-67.			
1	Turning the course of Bhadur River near Dhundooka into original bed to supply water to Dhundooka and Dhollera	10,732	....	Plans and estimate submitted to Superintending Engineer.
2	A cleared road from Veerumgaum to Dhollera *viâ* Bhomsura and the Lodla new bridge, about 65 miles	18,000	....	The clearance to be 60 feet wide; cost about Rs. 150 a mile. Compensation for lands taken up about Rs. 8,000.
3	The portion of Deesa road as much as lies in Ahmedabad limits, about 7 miles.....	3,500	....	Clearance 110 feet wide; cost 500 a mile =Rs. 3,500, including compensation.
4	Continuation of the Ahmedabad and Purantej road towards Ahmednuggur, about 12 miles	3,000	....	Including compensation Rs. 250 a mile.

WORKS UNDER EXECUTION.

No.	Particulars.	Funds in 1864-65.			Further sanction during the current year 1865-66.		Estimate of what will be required to complete the works.	Number of years the expenditure would spread over.	Explanatory Remarks.
		Granted.	Expended.	Balance.	Amount.	Amount Expended.			

NEW WORKS.				
No.	Proposed.	Rough Estimate of Cost.	Specification of the means at the disposal of the Local Fund Committee.	Explanatory Remarks.
		Rs.	Rs.	
5	Cleared road from Sanund *viâ* Dhundooka to Shahapoor, about 25 miles on the road to Wudwaun and Rajcote.	7,500	....	At Rs. 300 a mile, including compensation.
6	Cleared road from Sanund to Bhawunpoor, about 6 miles on the road to Kurree and Puttan.	1,200	....	At Rs. 200 a mile, including compensation.

J. E. OLIPHANT,
Collector and President.

STATEMENT showing REALIZATIONS *on account of* LOCAL FUNDS *in the* AHMEDABAD COLLECTORATE *from 1st May to 30th April.*

FUNDS.	1864-65.			1865-66.			1866-67.		
	Gross Collections.	Deduct Expenses, &c.	Net Collections.	Gross Collections.	Deduct Expenses, &c.	Net Collections.	Gross Collections.	Deduct Expenses, &c.	Net Collections.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs.	Rs.	Rs.
Ferry Fund	3,807 0 0	150 0 0	3,657 0 0	4,600 0 0	175 0 0	4,425 0 0	3,825	175	3,650
Toll Fund	5,030 10 5	2,456 15 3	2,573 11 2	5,050 0 0	2,450 0 0	2,600 0 0	5,075	2,425	2,650
Cattle Pound Fund	10,105 11 9	3,605 0 3	6,500 11 6	7,300 0 0	4,000 0 0	3,300 0 0	7,300	4,000	3,300
One per Cent. Income Tax	50,265 9 0	1,097 5 7	49,168 3 5	*28,957 3 0	100 5 7	28,856 13 5	....	....	....
Dhurrum Tulao Fund	66,810 15 9	46,365 10 11	*20,445 4 11	11,000 0 0	1,000 0 0	10,000 0 0	12,000	1,000	11,000
One Anna Cess—two-thirds on Khalsa and Inamee villages, including percentage for charges of collecting Educational portion of the Cess	88,389 5 6	.....	88,389 5 6	45,074 0 0	.....	45,074 0 0	45,210	....	45,210
Talookdaree ditto ditto	17,466 12 8	.....	17,466 12 8	14,198 0 0	.....	14,198 0 0	14,175	....	14,175
	‡1,05,856 2 2	.....	1,05,856 2 2	59,272 0 0	.....	59,272 0 0	59,385	....	59,385
Travellers' Bungalows' Fees	992 9 2	.....	992 9 2	990 0 0	.....	990 0 0	995	....	995
Proceeds from other sources	.....	.....	.....	.....	.....	.....	....	....	....
Grand Total....Rupees	2,42,868 10 3	53,674 15 11	1,89,193 10 4	1,17,169 3 0	7,725 5 7	1,09,443 13 5	88,580	7,600	80,980

* Actual collections up to July.

‡ This amount includes the collection for the years 1863-64 and 1864-65.

† 20,445 4 11 balance.

3,894 6 6 last year's balance.

21,826 10 11 in Bombay Bank as per receipt.

3,362 14 5 by the book of current year's account.

Total.... Rs. 49,529 4 9

J. E. OLIPHANT,
Collector and President.

3

KAIRA COLLECTORATE.

By the Executive Engineer.

Military.

1. No Military works have been in progress in Kaira during the past year.

Civil.

2. No Civil works (beyond repairs) in this collectorate have been in progress during the past year from Imperial funds.

3. Two Civil works have been sanctioned from Imperial funds in the current year, viz:—

Mehmoodabad kutcherry	Rs.	8,670
Assistant Collector's bungalow at Godra	,,	15,000

Agricultural Tanks.

4. These works will be carried out during the current year. Rupees 888 were spent last year from Imperial funds on the Mullao Tank at Oomereith, and Rs. 11,038 on wells and tanks in the Thasra and Kupperwunj talookas from the same source.

IRRIGATIONAL WORKS.

In the Kaira district there is but one irrigational work, viz. the Kharee river work. The expenditure on the sluices in this river during the past year was Rs. 438.

No additional expenditure has been provided for during the current year. The expenses of constructing a sluice at Beerae will be defrayed from the Reserve fund.

The surveys for the drainage of the Borsud Talooka were commenced last season, but no great progress was made owing to the small staff employed and the ill health of the Assistant in immediate charge.

This year it is proposed to put on an Assistant Engineer and four Overseers. For this and for the Mal drainage Rs. 10,000 each will probably be required.

"I must, however, here express my opinion (which I do with some diffidence), in the face of so good an authority as Captain Prescott, that a large system of drainage is not what is wanted to bring the Mal lands under cultivation. I think the thin and poor Coolie population is sufficient to account for these lands remaining waste. The nature of the surface of the country, which may be described as undulating (or almost hilly for Gujarat, with more than sufficient fall in the water-course lines), is such that the drainage of each separate part can be carried out

almost without reference to those surrounding, in which respect the drainage of this Mal land differs altogether from that of the Borsud Talooka in the southern part of Kaira. I therefore think that it would be sufficient for Government to drain a very small portion of this land to test and prove to capitalists the advantage of so laying out money. Giving advantageous leases for a number of years to capitalists would, I think, be the best way of bringing these vast tracts under cultivation.

ROADS.

Total length of roads. Metalled. Cleared.

1. In Kaira there are at present 9 miles of metalled and bridged road completed, 106½ miles of the same in progress, and 50½ miles of cleared road in progress—total 166 miles.

Roads classed as to importance.

2. In importance these roads may be classed as follows:—

Length.	
63	.. 1. Kakhrea to Dohud.
17	.. 2. Annund to Oomereith.
26	.. 3. Nerriad to Kupperwunj.
9	.. 4. Thasra to Pallee.
16	.. 5. Gotra to Godra.
6½	.. 6. Kaira to Mehmoodabad.
16	.. 7. Kaira to Dholka.
9	.. 8. Wassud to Borsud.
½	.. 9. Nerriad station to town.
½	..10. Mehmoodabad to town.
2½	..11. Kaira to Kaira camp.

There are in addition to these some minor cleared roads at the Mehmoodabad, Nerriad, and Annund stations.

Metalled and bridged completed.

3. Roads numbered 6 and 11 are 1st class metalled and bridged roads completed.

Do. in progress.

Numbers 1, 2, 3, and 10 are 1st class metalled and bridged roads under construction.

Cleared Roads.

The remainder, numbers 4, 5, 7, 8, and 9, at present cleared and bridged lines only, though it is intended to embank and metal numbers 4 and 7 eventually.

Authority in whose charge roads are.

4. All the roads are in charge of the Public Works Department.

Actual Expenditure in 1864-65.

	Rs.
1. Godra and Kakria.....	45,663
2. Annund to Oomereith....	32,475
3. Nerriad to Kupperwunj..	41,619
4. Thasra to Pallee.....	2,752
5. Gotra to Godra	7,902
6. Kaira to Mehmoodabad..	4,215
7. do to Dholka.....	3,615
8. Wassud to Borsud	966
9. Nerriad station to town..	2,065
10. Mehmoodabad to town ..	3,499
11. Kaira to Kaira camp....	

Statement A appended gives a concise account of each, with actual expenditure last year.

5. The amount spent in 1863-64 on the first road (the Godra and Kakria road) is very small. This work was given to contractors Messrs. Forde and Preston, who certainly have failed so far, though the difficulties were not small.

Expenditure. Kakria and Dohud Road.

From the experience of this year I think the balance from last year of Rs. 1,39,923 will be sufficient for this year's expenditure when added to Rs. 25,000 provided by the Local Fund Committee Punch Mahals in their Budget Statements for 1865-66—total Rs. 1,64,923.

6. On the Annund and Oomereith Road (which is the first section of the Annund and Godra line) Rs. 32,475 were spent last year.

Annund and Oomereith Road.

No metalling has been done on account of the great cost, but I strongly recommend that this road be at once metalled, be the cost what it may. It is useless, or nearly so, in its present unfinished state.

Stone metal to be brought from the Mahi.

7. The small expenditure was caused partly by the absence of metalling or other expensive works, and partly by the sanction for works being obtained late in the working season.

8. A sum of Rs. 55,200 has been entered for expenditure during the present season in metalling principally. The sources from which the funds for this and other roads are to be obtained are shown in Statement B.

Expenditure during current season.

9. For the Nerriad and Kupperwunj Road Rupees 58,351 have been provided, to be expended principally in metalling.

Nerriad and Kupperwunj Road.

10. *No* 4. *Thasra and Pallee.*—No sum has been provided for expenditure under this head, inasmuch as this will form part of Section No. 2 of the Annund and Godra Road.

11. *Gotra to Godra.*—This line has been cleared throughout. For the present season Rs. 9,598 have been provided (as per Statement B) to be spent on drains and culverts, which will make this an excellent road.

Forming Section No. 3 of the Annund, Oomereith, and Godra Road.

12. *Kaira to Mehmoodabad.*—This road was completed last year, and no additional expenditure is proposed for next season.

Kaira to Mehmoodabad.

13. *Kaira to Dholka.*—For this road Rs. 16,958 have been entered,—Rs. 10,000 to be expended on compensation and Rs. 5,000 on drains, &c.

Kaira to Dholka.

14. *Wassud to Borsud.*—Rupees 966 spent in 1864-65; Rs. 8,834 provided for expenditure on culverts and embankments during the current year.

Wassud to Borsud.

15. *Nerriad Station to Town.*—Rupees 2,065 spent on this work ; the balance (Rs. 435) to be expended this year. A supplementary estimate, however, is being prepared, inasmuch as the road at present interferes with the drainage of the town.

This road should be metalled.

16. *Mehmoodabad Town to Station.*—Spent in 1864-65 Rs. 3,499. Rs. 2,639 will complete this road. It is now in a forward state.

Kaira Town to Camp.—This road has long been completed, and the expenditure on it is only for repairs.

17. For the year 1866-67 I would propose that the following sum should be expended on roads at present in progress :—

1. Kakria to Dohud
2. Annund to Oomereith.
3. Nerriad to Kupperwunj.
4. Thasra to Pallee.
5. Gotra to Godra.
6. Kaira to Mehmoodadad.
7. Kaira to Dholka.
8. Wassud to Borsud.
9. Nerriad station to town.
10. Mehmoodabad to town.
11. Kaira to Kaira camp.

} Unknown at present.

Proposed new Roads to be constructed in 1866-67 *classed in order of importance.*

18. 1. Oomereith to Pallee, being Section II. of Annund and Godra Road.
2. Mehmoodabad to Thasra.
3. Mahi crossing at Pallee.
4. Godra to Sehra clearance.
5. Godra to Dohud (Section II. clearance).

19. Statement C shows these with the sums proposed to be spent in 1866-67. The funds for the Oomereith and Pallee Road should be obtained from Imperial Funds, or from Local Fund balances if any. The Local Funds proper are quite unable to provide any money for these large trunk roads.

20. The amount required for the Mehmoodabad and Thasra line (Rs.39,000) should be provided from Local Funds.

21. The amounts for the other three works are as follows, viz :—

Mahi Crossing.....	Rs. 1,000
Godra and Sehra	„ 6,000
Godra and Dawud (1st section).....	„ 6,000

may be provided, the former from the Kaira, the two latter from the Punch Mahal Local Funds.

BRIDGES.

22. A bridge over the Serree near Nerriad was sanctioned, and Rs. 30,000 were given from Local Funds for expenditure in 1864-65. Tenders were received from Messrs. Forde and Preston for its construction. There was not, however,

time enough last season for the contractors to get out their bridge during the fair season, and it will be erected this year.

The balance of its cost (Rs. 18,000) is entered in this year's Local Fund Budget Statements.

23. For the coming year 1866-67 iron bridges are proposed for the Seeree near Rusoolpoor and Moher; the former to cost Rs. 25,000 and the latter Rs. 48,000.

On the former river a bridge is much required here. Captain Prescott strongly recommends the construction of one; it is urgently required.

24. One of the most important works in this part of Gujarat is a bridge over the Mahi at Palee, to connect the Punch Mahals with Kaira.

25. The engineering difficulties in the way of here constructing a large bridge with masonry piers and iron superstructure in spans of from 250 to 350 feet each are comparatively small, rock foundation being attainable and in almost every case above the dry-weather level.

26. A sum of Rs. 1,000 (representing a capital of Rs. 30,000) will now be annually spent in improving the ford. This would be saved if a bridge were erected. Tolls should be levied.

27. At present the Punch Mahals are cut off from other British territory for five months in the year, the only road being that through the Guicowar's land to Baroda. The fourth bridge is the Watruck bridge at Kaira at a cost of Rs. 80,000. Government have already approved the proposal, but funds have not yet been forthcoming.

Accommodation for Travellers.

28. Rupees 15,000 from contributions are to be spent in building a Dhurumsalla at Annund. Plans are ready. For 1866-67 Rs. 24,000 will be required for a Dhurumsalla at Nerriad and Rs. 15,000 for one at Mehmoodabad. It is hoped that funds for these may be obtained from wealthy natives.

29. In concluding I beg to add a few remarks. During 1864-65 no works (except a few repairs to Civil buildings) were carried out in Kaira from Imperial funds. This year one work only (the Mehmoodabad kutcherry) has been sanctioned in the Budget. I really think that in a zilla furnishing so good a revenue an Imperial grant should be made for bridges, which are much required.

The proposed Mahi bridge is, I think, a fit object for this, assistance being given by the Local Funds of Kaira, the Punch Mahals, and by the Forest department.

C. F. BALDWIN, Lieutenant, R.E.,

Assistant Executive Engineer, Kaira.

Camp Poona, 31st August 1865.

3 a

STATEMENT SHOWING THE EXPENDITURE INCURRED ON WORKS, &c. EXECUTED IN 1864-65.

AGRICULTURAL.

Tanks.

1. *Malao Tank at Oomereith.*—About the commencement of April the Collector of Kaira informed the Executive Engineer that he wished Rs. 3,000 to be spent on the work of deepening the Malao Tank at Oomereith, and the money would be given from the grant made by Government for famine works in the collectorate. Owing to work being commenced so late in the year only Rs. 888 has been spent.

COMMUNICATIONS.

Metalled Roads.

2. *Road from Nerriad to Kupperwunj.*—The length of this road is 25 miles and 4,000 feet. During the year the earthwork of this road was nearly completed, and many culverts and bridges finished or in course of construction, also 3 miles of road surface metalled with kunker. Rupees 10,000 have been paid for compensation of land.

Budget estimate ..	50,000
Actual expenditure.	41,649
Balance .. Rs.	8,351

3. *Road from Kaira to Mehmoodabad.*—This road was finished on the 30th June 1864 at a cost of Rs. 42,281. The work done during the year was only metalling.

Balance of estimate.	4,474 7 11
Actual cost	4,215 11 11
Savings .... Rs.	258 13 8

4. *Road from Annund to Oomereith.*—Several drains have been built on the Annund and Oomereith road, and the last year's earthwork repaired. Rupees 3,500 spent on the section of road from Oomereith to Simley in earthwork and clearing the line; Rupees 15,000 paid to the Collector of Kaira for land. The large bridge over Nugharee nulla is in progress, foundation excavated, and materials are being prepared.

Budget estimate	57,035
Actual expenditure	32,475
Balance.... Rs.	24,560

5. *Road from the Town of Nerriad to the Railway Station.*—The whole of the earthwork completed, and 1 barrel-drain of two openings has been constructed. Work in progress on the 30th April 1865.

Budget estimate	2,500
Actual expenditure	2,065
Balance... Rs.	435

6. *Road from the Town of Mehmoodabad to Railway Station.*—The whole of this road, which is 2,290 feet in length, has been completely embanked and drained. Metalling is in progress on the 30th April 1865.

Budget estimate, with additional sanction of Rs. 1,400	5,638
Actual expenditure	3,499
Balance.... Rs.	2,139

7. *Road from Dohud to Godra.*—Earthworks are nearly finished from Kakria to Godra. Several culverts have been constructed, and two large masonry bridges, viz. Khoord and Bappooee, are in progress and will be finished before the rains.

Budget estimate	1,85,586
Actual expenditure	45,663
Balance.... Rs.	1,39,923

8. *Nursery for planting Road-side Trees.*—A well sunk, and about 10,000 trees raised. Work in progress on the 30th April 1865.

Budget estimate	2,000
Actual expenditure.....	2,000

9. *Special Repairs to the Kaira and Mehmoodabad Road.*—One wing-wall of bridge No. 1 has been rebuilt, and a wall built to connect the wing-wall with gate of the town. The embankment has been remade and brought up two feet above its former level, and the road has been remetalled. Work finished on the 30th November 1856.

Sanctioned amount	1,952
Actual cost	1,964
Excess.... Rs.	12

UNMETALLED ROADS.

10. *Road from Kaira to Dholka.*—This road is 17 miles in length, out of which 12 miles are completely cleared during the year, and the remainder was in progress on the 30th April 1865.

Budget estimate, with additional sanction of Rs. 900.....	5,653
Actual expenditure	3,685
Balance .... Rs.	1,968

11. *Turning off the course of Water from the direction of Wassud village.*—An embanked road 20 feet in breadth has been made from the village to the Railway station, with a small branch to connect the village with fields. A masonry bund 65 feet long and 14 feet high has been thrown across the nulla, and road carried behind it. A waste-weir of four openings has also been constructed. Work finished on the 30th April 1865.

Budget estimate .... Rs.	1,289
Actual cost ..... „	1,289

12. *Road from the village of Wassud to Railway Station.*—The road, of 20 feet breadth, has been constructed to connect Railway station with the village. One barrel-drain has been constructed and a small piece of embankment. Work finished on the 30th April 1865.

Budget estimate.....	4,072	
Deduct—Amount since transferred to other works.	2,300	
		1,772
Actual cost		1,771
Balance.... Rs.		1

13. *Road from Borsud to Wassud Railway Station.*—This line of road is 12 miles long, out of which 4 miles have been completely cleared. Work in progress on the 30th April 1865.

Budget estimate.....	4,800
Actual expenditure	966
Balance.... Rs.	3,834

Budget estimate 4,800
Actual expenditure.. 2,752

Balance .... Rs. 2,048

14. *Road from Thasra to Pallee.*—The whole of line, 9 miles in length, has been cleared. Work in progress on the 30th April 1865.

Budget estimate 8,000
Actual expenditure .. 7,902

Balance.... Rs. 98

15. *Road between Godra and Gotra.*—The whole of this road has been cleared. Length 15 miles 3,000 feet.

Budget estimate.... 1,000
Actual cost..... 879

Savings .... Rs. 121

16. *Improving the Mahee Crossing at Pallee.*—The improvements made over this ford are banks of the river sloped on both sides; roadway of fascines constructed across wet bed of river, and the dry bed track cleared and levelled; catch-water drains dug. Work finished on the 11th February 1865.

Bridges.

Budget estimate 30,000
Actual expenditure ....

Balance .... Rs. 30,000

17. *Iron Screw Pile Bridge over River Seeree on the Road from Nerriad to Mahoonda.*—This work was given to contractors Messrs. Ford and Preston, who have not commenced it during the year.

River Improvement.

Budget estimate 351
Actual cost 344

Savings ..... Rs. 7

18. *Lengthening Brushwood Screens in the Wattruck River, Kaira.*—The breakwaters, four in number, formerly constructed have been lengthened 20 feet.

C. F. BALDWIN, Lieutenant, R.E.,
Assistant Executive Engineer, Kaira.

Camp Poona, 25th August 1865.

STATEMENT

OF

ENTIRE EXPENDITURE ON PUBLIC WORKS BY THE EXECUTIVE ENGINEER, KAIRA DISTRICTS, DURING THE YEAR 1865.

STATEMENT of entire Expenditure on Public Works by the

Heads of Classification.		New Works.	Ordinary Repairs.	Petty Repairs.	Special or Emergent Repairs.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
Military ..	Accommodation for troops	.....	13	..	....	13
	Total Military ..	.....	13	..	....	13
Civil Buildings.	Revenue	229	593	607	37	1,466
	General	.....	48	50	....	98
	Ecclesiastical	.....	256	103	....	359
	Educational	.....	14	..	....	14
	Judicial	.....	318	159	30	507
	Total Civil Buildings..	229	1,229	919	67	2,444
Agricultural.	Irrigational drainage	39	263	..	136	438
	Tanks	888	....	..	....	888
	Total Agricultural..	927	263	..	136	1,326
Communications.	Metalled roads.....	1,27,351	4,508	..	1,964	1,33,823
	Unmetalled roads	19,462	....	..	....	19,462
	Bridges	.....	311	..	325	636
	River improvements	344	....	..	....	344
	Accommodation for travellers ..	.....	207	30	....	237
	Total Communications..	1,47,157	5,026	30	2,289	1,54,502
	Grand Total Works and Repairs..	1,48,313	6,531	949	2,492	1,58,285

Executive Engineer, Kaira Districts, during the year 1865.

Head.	Sub-heads.	Salaries.	Travelling Allowances, &c.	Contingencies.	Total.
		Rs.	Rs.	Rs.	Rs.
	Engineer	17,446	4,173	....	21,619
	Upper subordinates.....	10,548	4,777	....	15,325
	Lower subordinates.....	46	10	....	56
	Petty.....	228	....	....	228
	Office	2,962	427	1,548	4,937
	Travellers' bungalows.....	158	36	8	202
	Total Establishment....Rs.	31,388	9,423	1,556	42,367

C. F. BALDWIN, Lieutenant, R.E.,
Assistant Executive Engineer, Kaira.

Camp Poona, 25th August 1865.

STATEMENT showing the information as to what Local Fund works were in Grants, what amounts of Expenditure proposed for

Number of Works.	Number of Item in the Local Fund Budget 1864-65.	Works.	Actual Expenditure up to 30th April 1864.	Sanction in 1864-65.	Actual Expenditure in 1864-65.
		Communications.	Rs.	Rs.	Rs.
1	No. 81	Road from Nerriad to Kupperwunj	45,972	50,000	41,649
2	„ 82	Road from Kaira to Mehmoodabad	38,065	4,216	4,216
3	„ 83	Road from Kaira to Dholka	657	5,643	3,685
4	„ 84	Road from Annund to Oomreith	25,558	57,035	32,475
5	„ 85 & 88	Turning water from the direction of Wassud village and road from Wassud to Railway station	4,588	3,061	3,060
6	„ 86	Road from town of Nerriad to Railway station	....	2,500	2,065
7	„ 87	Road from town of Mehmoodabad to Mehmoodabad Railway station	....	5,638	3,499
8	„ 89	Road from Borsud to Wassud Railway station.	....	4,800	966
9	„ 90	Road from Thasra to Pallee	....	4,800	2,752
10	„ 91	Road from Gotra to Godra	....	8,000	7,902
11	„ 92	Road from Kakria to Godra	13,073	1,85,586	45,663
12	„ 93	Improving the crossing or ford of the Mhyee at Pallee	....	1,000	879
13	„ 95	Tree plantations on roadside	....	2,000	2,000
14	„ 94	Iron bridge screw-piles over river Seeree on the road from Nerriad to Kupperwunj.....	....	30,000	....
15	Item No. 5 of Collector's Budget 1865-66.	Bridge over the Soovaolee on the road from Nerriad to Dakore	....	....	....
16	Do. 10	Dhurumsalla at Kooni	....	....	....
17	„ 11	Branch road at Nerriad	....	....	....
18	„ 12	Matur and Mehmoodabad road.....	....	....	....
19	„ 13	Bridge over the Seeree at Russelpore	....	....	....
20	„ 14	Bridge over the Mohar	....	....	....
		Miscellaneous Public Improvements.			
21	„ 15	A new tank at Chipree	....	....	....
22	„ 16	A new well at Seetee in Nerriad	....	....	....
23	„ 17	A new chowra in Seidarpoora in Nerriad....	....	....	....
24	„ 18	A new well in Wherakhand in Borsud	....	....	....
25	„ 19	A new chowra in Ambali in Borsud	....	....	....
26	„ 20	A new well at Bothasun in Borsud	....	....	....
27	„ 21	A new tank in Undhuj in Mehmoodabad ..	....	....	....
28	„ 22	A new tank at Bherai in Mehmoodabad	....	....	....
29	„ 23	Building a khadiat in Kuttal in Kupperwunj.	....	....	....
30	....	Excavation of tank at Thasra	....	700	50

MENT B.

progress during the year 1864-65, *what Amounts actually spent out of Budget* 1865-66, *and what Amounts will be required to complete them.*

Balance remaining unexpended on the 30th April 1865.	Proposed Expenditure in 1865-66.				Estimated amounts of each work.	Computed Expenditure up to 30th April 1866.	Estimated amount required to complete works.	Remarks.
	Local Fund Committee's Budget 1865-66.	Local Fund Balances (old).	Supplementary Budget for amount unspent on 30th April 1865.	Total proposed expenditure.				
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
8,351	....	50,000	8,351	58,351	1,77,502	1,45,972	31,530	
....	*7,000	..	....	7,000	42,540 7,000	42,281	7,000	* For compensation.
1,958	*10,000 5,000	..	1,958	16,958	23,500	21,300	2,200	
24,560	....	18,592	24,560	43,152	3,31,303	1,01,185	2,30,118	
1	....	..	....	....	8,360	7,648	....	
435	....	..	435	435	2,500	2,500	....	
2,139	500	..	2,139	2,639	5,869	6,138	....	
3,834	5,000	..	3,834	8,834	14,527	9,800	4,727	
2,048	6,590	..	2,048	8,638	11,390	11,390	....	
98	9,500	..	98	9,598	18,823	17,500	1,323	
1,39,923	25,000	..	1,39,923	1,64,923	3,40,680	2,23,659	1,16,921	
121	800	..	....	800	800	800	....	
....	500	..	....	500	2,500	2,500	....	
30,000	48,000	..	....	48,000	48,000	48,000	....	
....	1,500	..	....	1,500	1,500	1,500	....	
....	200	..	....	200	736½	200	†536½	†The people contribute.
....	800	..	....	800	800	800	....	
....	10,000	..	....	10,000	10,000	10,000	....	
....	25,000	..	....	25,000	25,000	25,000	....	
....	20,000	..	....	20,000	48,000	20,000	28,000	
....	1,110	..	....	1,110	2,210	1,110	1,100	The people contributed Rs. 1,000 labour and 100 cash
....	1,000	..	....	1,000	3,700	1,000	2,700	Do do. Rs. 2,700
...	75	..	....	75	164	75	89	Do. Rs. 48 labour and Rs. 41 cash.
....	700	..	....	700	1,578	700	878	Do. cash Rs. 878
....	75	..	....	75	675	75	600	Do. „ „ 600
....	88	..	....	88	265	88	177	Do. „ „ 177
....	500	..	....	500	1,000	500	500	Do. „ „ 500
....	590	..	....	590	1,100	590	510	Will be provided in 1866-67 Rs. 510.
....	1,500	..	....	1,500	2,000	1,500	500	The people contribute Rs. 500
650	....	..	650	650	700	700	....	

C. F. BALDWIN, Lieutenant, R.E.,
Assistant Executive Engineer, Kaira.

STATEMENT C.

PART I.

Govt. of Bombay. ORIGINAL WORKS.—LOCAL AND IMPERIAL. **For 1866-67.**

Subdivision in Classification.	Executive Division, District, or other disbursing Department.	PROJECTS. No.	PROJECTS. Description and Locality.	Amount of Estimate.	Computed Expenditure up to 30th April 1865.	Amount received for Expenditure in 1866-67.	Remarks and References.
			II.—CIVIL ADMINISTRATION.				
			C.—Revenue.	Rs.	Rs.	Rs.	
1. Land and Miscellaneous.	Kaira District.	11	New kutcherry at Mahoonda for Mamlutdar	11,822	....	11,822	Revised project ready for submission.
			G.—Judicial.				
1. Police	Ditto ..	12	Police lines Kaira and in Districts	25,857	....	25,857	Project is under reference.
			III.—PUBLIC IMPROVEMENTS.				
			K.—Agricultural.				
2. Tanks	Ditto ..	14	Bhutna tank at Oomreith	9,956	....	9,956	
	Ditto ..	15	Ajnepoora tank	8,355	....	8,355	
	Ditto ..	17	Clearing well at Mehmoodabad	....	....	....	
	Ditto ..	18	Clearing well at Oomreith	....	....	....	
	Ditto ..	19	Kallia Vehello	....	....	....	
	Ditto ..	9	Borsud drainage	20,000	....	20,000	Half from Imperial and half from Local.
	Ditto ..	10	Mal drainage	....	....	....	
4. Drainage..	Ditto ..	13	Dam at Bhattera	....	....	....	

			L.—Communications			
			1. *Metalled Road.*			
Ditto ..	1	Completion of Annund and Oomreith Road				
Ditto ..	23	Annund, Oomreith, and Godra (Section II.)	4,00,000	....	1,00,000	Project sanctioned; metalling only remains.
Ditto ..	4	Nerriad and Kupperwunj Road	4,00,000	....	1,00,000	Under construction. Project not sanctioned yet.
Ditto ..	21	Godra and Kakria Road				
		2. *Unmetalled Road.*				
Ditto ..	8	Clearing road from Mehmoodabad to Thasra *viâ* Suej, Mahoonda, and Alleena	39,000	....	39,000	
Ditto ..	20	Mahi crossing	1,000	....	1,000	
Ditto ..	22	Godra and Sehera clearance	6,000	....	6,000	
Ditto ..	23	Godra and Dohud (Section No. II.)	6,000	....	6,000	
		3. *Bridges.*				
Ditto ..	5	Iron bridges Serree and Mohore	73,000	....	28,000	
Ditto ..	6	Mahi bridges at Palee	4,00,000	....	1,00,000	
Ditto ..	7	Watruck iron bridge at Kaira	80,000	....	80,000	
		7. *Accommodation for Travellers.*				
Ditto ..	24	Dhurumsalla at Nerriad	24,000	....	24,000	
Ditto ..	25	Dhurumsalla at Mehmoodabad	15,000	....	15,000	

C. F BALDWIN, Lieutenant, R.E.,
Assistant Executive Engineer, Kaira.

Camp Poona, 25th August 1865.

3 b

MEMORANDUM DESCRIPTIVE OF THE PUBLIC WORKS EXPENDITURE IN THE ZILLA OF KAIRA FOR THE YEARS 1864-65, 1865-66, AND THE PROPOSALS FOR THE YEAR 1866-67.

By the Collector.

I. Grant from Imperial funds for 1864-65.

A sum of Rs. 985-9-4 was allowed for repairs of Government buildings. The amount actually spent was Rs. 761-15-10.

A further grant of Rs. 15,000 was subsequently allowed for famine works, and of this Rupees 11,925-15-6 were spent before the 1st May 1865. The works to which this amount was devoted were wells and tanks in the Thasra and Kupperwunj talookas. A detailed statement is appended.

II. The total spent on each work, and balance.

The Appendix A will show the expenditure on each of the 22 works. There is a balance of Rs. 3,074-0-6.

III. What sanction for these during this year, and what chance of its expenditure.

Nothing has been sanctioned for the continuation of these works during the current year, as all that were commenced were completed within the year.

IV. Estimate for their completion, and time requisite.

V. Suggestions for new works to be carried out from Imperial revenue, with estimates of cost and specification of means at the Executive Engineers disposal for carrying them out.

Before naming these I would venture respectfully to lay before His Excellency a few figures illustrative of the present condition of the Kaira zilla in respect of public works. Speaking generally, the various districts of which it is composed came into our possession in the early part of this century, and they have since then paid a sum equal to about 9½ millions net into the Government treasury. In return for this we can show one insignificant irrigational work and eight miles of road.

Having thus stated our need of more liberal treatment, and our claim on the consideration of Government, I will name the following as works which should be carried out from Imperial revenue :—

A.—The completion of the road from Neriad to Mahoonda.

B.—Do. do. Annund to Oomreith.

C.—Iron bridge across the Seeree.

D.—Do. do. the Mohur.

E.—Bridge over the Mhye at Palee to connect the Punch Mahals with the Railway.

F.—One over the Watruck at Kaira to connect the Dholka and more westerly districts of Ahmedabad with the Railway.

It is necessary to state that **A** and **B** have had provision made for them in this year's Budget against the old Local Funds balances, but as I hear that Colonel Bell is averse to the metalling of roads on account of the Local Funds not being rich enough to bear the expense, I have inserted them in this list of works to be constructed out of Imperial revenue. They are really of Imperial rather than Local importance, being more for the benefit of through traffic from Central India than of the Kaira districts.

Appendix B will give rough estimates of the cost of all these works, with details of extra establishment requisite to carry them out. Here it will suffice to mention that those lettered A, B, C, D, can be executed by the Executive Engineer with his present establishment.

VI. Information as to works costing over Rs. 1,000 finished, in progress, or to be executed out of Local Funds.

Appendices C, D, and E will give this in detail.

VII. Similar information with regard to works costing less than Rs. 1,000.

This is given in Appendix F and requires no remark.

VIII. Amount sanctioned in last year's Local Funds Budget for erection of school-houses, with expenditure and balance, and causes of the latter, with suggestions for their removal in future.

A sum of Rs. 11,855 was sanctioned in the Local Funds Budget for 1864-65 for the construction of school-houses. The whole of this sum was drawn by the Educational Inspector, but not expended in consequence, I believe, of some dispute with the contractors employed by that department. I am of opinion that the erection of all school buildings should be

entrusted solely to the Executive Engineer of the district, and my views accord with those of the Educational Inspector, who declares, and with reason, his inability to attend to such matters.

IX. Information as to cost of building school-houses according to Mr. Howard's standard or any other plan, and in different kinds of materials.

Plans for school-houses to accommodate 50, 100, 150, and 200 boys have been prepared by Lieutenant Mant in consultation with Mr. Curtis. They have been estimated to cost respectively Rs. 52, Rs. 49, Rs. 43, and Rs. 46 per boy, with an average of 10 square feet to each.

X. Entertainment of Special Assistants to Collectors as Presidents of Local Funds Committees for Local Fund works, their pay, and the connection to exist between them and the Executive Engineer.

Theoretically it is right that an establishment entertained exclusively for Local Fund works should be paid out of those funds; but practically, and looking exclusively to Kaira, I am not of opinion that a Special Assistant is requisite to enable the Collector to carry out the Local Fund works of this collectorate. The present establishment of the Executive Engineer is sufficient for that purpose. Should it, however, be in contemplation to remove any of them, or to expend such an amount of Imperial revenue in the zilla as will prevent their attending to the Local Fund works, then, supposing a Special Assistant entertained for these works, he should be directly under the orders of the Executive Engineer. I can see no good from his being Assistant to the Collector.

A. A. BORRADAILE,
Acting Collector, Kaira.

Poona, 30*th August* 1865.

P.S.—In this Memorandum I have adhered strictly to the form sketched out in the Revenue Commissioner's letter of instruction.

A. A. BORRADAILE,
Acting Collector, Kaira.

APPENDIX A.

No.	Works.	Amount Expended.			Remarks.
	Thasra Talooka.	Rs.	a.	p.	
1	Repairs to the Mulao tank, Oomret.....	888	7	6	
2	Do. well at Bharthri	617	0	0	
3	Do. do. Mooliad	351	0	0	
4	Do. do. Vujavul	550	0	0	
5	Do. do. Kalsur.....	400	0	0	
6	New well at Durrubkhania	461	0	0	
7	Do. Oonalyapoora	500	0	0	
8	Repairs to a tank at Sooneea	600	0	0	
9	Do. do. Vasso	619	0	0	
10	Do. well at Murgakooee.....	82	0	0	
11	Do. well at Goleej	165	0	0	
12	Do. well at Peelole.....	811	0	0	
	Kupperwunj Talooka.				
13	Repairs to a tank at Ebhripoor.....	556	0	0	
14	Do. do. Bugdole	694	0	0	
15	Do. do. Bhugwanjee's Moovada in Antrolee.	313	0	0	
16	Do. do. Ruvdavut.....	551	0	0	
17	New well at Nani Moodel	496	4	0	
18	Repairs to a well at Chured	400	0	0	
19	Do. tank Tyubpoor	1,000	0	0	
20	Do. do. Charun Nikol	486	4	0	
21	Filling in a "Kolur" at Godvel	860	0	0	
22	Well at Mirjapoor	525	0	0	
	Total.... Rupees	11,925	15	6	

A. A. BORRADAILE,
Acting Collector.

APPENDIX B.

	Rs.
A.—	
B.—	
C.—Serree Bridge at Rusoolpoor	25,000
D.—Mohor Bridge near Sastapoor	48,000
E.—Mahi Bridge Pallee	3,50,000
F.—Watruck Bridge at Kaira	80,000

Extra Establishment for Mahi Bridge—1 Sub-Engineer, and 2 Overseers, 2nd grade.

For Watruck at Kaira—1 Overseer, 1st grade.

C. F. BALDWIN, Lieutenant, R.E.,
Executive Engineer, Kaira District.

A. A. BORRADAILE,
Acting Collector, Kaira.

Camp Poona, August 1865.

APPENDIX C.

No.	Works.	Total Estimate.	Amount sanctioned.	Amount expended.	Unexpended Balance.	Remarks.
	Communications.	Rs.	Rs.	Rs.	Rs.	
1	Road from Wassud to Railway Station	4,072	4,072	3,060	1,012	
2	Roadside trees	2,000	2,000	2,000	....	
	Total....Rupees	6,072	6,072	5,060	1,012	

A. A. BORRADAILE,
Acting Collector, Kaira.

APPENDIX D.

Numbers.	Works.	Total Estimate.	Amount sanctioned.	Amount expended.	Unexpended Balance.	Remarks.
	Communications.	Rs.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
1	Nerriad to Nerriad Railway Station Road.....	2,500	2,500 0 0	2,309 14 4	190 1 8	
2	Mehmoodabad to Mehmoodabad Railway Station Road	3,870	5,638 0 0	3,712 0 5	1,925 15 7	
3	Kaira to Dholka Road ..	8,500	6,300 0 0	4,811 4 3	1,448 11 9	
4	Thasra to Palee Road ..	4,800	4,800 0 0	2,775 11 2	2,024 4 10	
5	Borsud to Wassud Road ..	4,800	4,800 0 0	2,584 8 2	2,215 7 10	
	Total....Rupees	25,470	24,038 0 0	16,193 6 4	7,804 9 8	

A. A. BORRADAILE,
Acting Collector, Kaira.

APPENDIX E.

No.	Works.	Total Estimate.	Amount proposed.	Remarks.
	Communications.	Rs.	Rs.	
1	Mehmoodabad—Kaira road	7,000	7,000	Compensation only.
2	Kaira—Dholka road	10,000	10,000	Ditto.
	Bridges.			
3	Bridge over the Soovavly on the road from Nerriad to Dakore	1,500	1,500	
4	Bridge over the Seeree, 2nd portion.	48,000	18,000	
5	Bridges, drains, &c. on the Kaira-Dholka line	5,000	5,000	
6	Do. do. on the Thasra-Pali line	6,590	6,590	
7	Do. do. on the Borsud-Wassud line ..	5,000	5,000	
	Water Supply.			
8	New tank at Chipree in Kupperwunj	2,210	1,110	Rs. 1,100 contributed by ryots.
9	New well at Seelee in Nerriad.....	3,700	1,000	Rs. 2,700 do.
10	Building a "Khudiat" at Kuttal in Kupperwunj	2,000	1,500	Rs. 500 do.
11	Malao tank at Oomreith in Thasra..	12,000	3,000	Rs. 3,000 do. and Rs. 888-7-6 spent from Famine Works grant.
	Total....Rupees	1,03,000	59,700	

A. A. BORRADAILE,
Acting Collector, Kaira.

APPENDIX F.

No.	Works.	Total Estimate.	Amount of Sanction.	Amount expended.	Unexpended Balance.	Remarks.
	Communications.	Rs.	Rs.	Rs.	Rs.	
1	Roads	....	....	....	....	Carried out.
2	Bridges	....	....	....	....	
3	Improving the Myhe ford	1,000	1,000	879	121	
1	Roads	800	....	....	....	Proposed.
2	Bridges	....	....	....	....	
	Improvements.					
1	Tanks (2)	3,821	1,520	1,500	20	Carried out.
2	Wells (2)	....	....	....	....	
1	Tanks (14)	15,276-9	....	....	....	Proposed. Rs. 7,524-9 contributed by ryots.
2	Wells (4)	5,916	....	....	....	„ 2,928-4 do. do.
3	Chowras (10)	2,445	....	....	....	„ 1,470-8 do. do.
	Total....Rupees	29,258-9	2,520	2,379	141	

A. A. BORRADAILE,
Acting Collector, Kaira.

APPENDIX G.

FOR 1864-65.

REVENUE.				DISBURSEMENTS.			
Sources.	Amount.			Head of Expenditure.	Amount.		
	Rs.	a.	p.		Rs.	a.	p.
Imperial Funds	3,999	1	4	Water supply	850	0	0
Local Funds	83,684	0	0	Metalled roads	8,624	0	0
Old Local Funds Balances	1,07,035	0	0	Unmetalled roads	84,750	0	0
				Repairs	8,501	14	11
				Miscellaneous charges	2,457	5	8
Total....Rupees	1,94,718	1	4	Total....Rupees	1,05,183	4	7

Camp Poona, 5th September 1865.

A. A. BORRADAILE,
Acting Collector, Kaira.

4

SURAT AND BROACH.

STATEMENT of Works sanctioned in the Local Funds Budget out of the old Local Fund Balances and in charge of the Executive Engineer, Surat and Broach, in the Broach Collectorate.

Number.	Item in the Budget of 1864-65.	Names of Works.	Amount of original Estimate.	Probable amount of revised Estimate.	Expenses incurred during previous years.	Expenses incurred in 1864-65.	Total Expenditure up to 30th April 1865.	Amount entered in Budget for 1865-66.	Amount required for Expenditure in 1865-66.	Amount required in 1866-67.	Remarks.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	41	Road from Jumbooseer to Ahmode, 6½ miles	40,675	1,15,074	12,572	34,199	46,771	45,124	62,500	5,803	The remarks in the Memorandum accompanying the Surat Collectorate Statements apply to these roads also.
2	42	Road from Ahmode to Palej, 14½ miles.....	38,460	1,77,748	8,006	6,536	14,542		80,000	83,206	
3	53	Timber bridge at Achod ..	17,564	....	....	9,000	9,000	5,000	8,187	....	

C. MANT, Lieutenant, R.E.,
Executive Engineer, Surat and Broach.

4 a

No. 1154 of 1865.

Broach Sub-Collector's Office, 24th August 1865.

With reference to the Revenue Commissioner's memorandums Nos. 2431 and 2469 B, dated respectively the 4th and 7th instant, the Sub-Collector begs to append two Statements (A and B) showing the amounts sanctioned in the Local Fund Budget of 1864-65 on works over and under Rs. 1,000, the sum expended on these works up to the 30th April, and the balance on 1st May 1865; also the works proposed to be executed in 1865-66 and their estimated cost.

2. Two separate Statements marked I. and II. are also forwarded, showing the works which it is proposed to bring forward for the Budget of 1866-67. In Statement I. the bridges over the " Naheer," " Wó," and "Bhookee" kharees, which it has long been in contemplation to construct, are entered, but few other works. In Statement II. the works which it is proposed to enter in the budget, if the construction of the bridges above named is not commenced by the Executive Engineer in 1866-67, are shown.

3. As the receipts for 1866-67 are, after deducting Income tax, estimated roughly at only Rs. 65,000, it is probable that some of the works entered in each statement may have to be struck out when the budget comes to be drawn up.

4. The Revenue Commissioner will observe that it is proposed to make further allotments for the excavation of several tanks upon which money was expended during the past season. This is because the amounts allotted in the last budget were not found to be sufficient.

5. As regards works executed from Imperial funds in the Broach Sub-Collectorate the Executive Engineer writes as follows :—

" No works from Imperial funds were sanctioned in the year 1864-65 in Broach Sub-Collectorate, with the exception of one—converting the old Mamlutdar's kutcherry into Police lines at Broach, also a pendal in rear of the same, and which have been completed at a cost of Rs. 5,530-2-1, viz :—

In 1863-64	Rs.	541	2 4
In 1864-65	„	4,988	15 9
	Rs.	5,530	2 1

" The expenditure on repairs to Public buildings was as follows :—

Ordinary and Petty Ordinary Repairs.

In 1864-65	.....	Rs. 10,116
Do. Special repairs	.....	„ 2,577

" No more Imperial works are proposed for the Broach Sub-Collectorate this year."

6. The amounts sanctioned in last year's Local Fund Budget for the erection of School-houses were as follows :—

Kookulteeruth	.....	Rs. 2,000
Waghra	.....	„ 1,000
Leelpon Tunkaria	.....	„ 2,500
Kerwara	.....	„ 2,000
	Total..	Rs. 7,500

But as these amounts were found to be inadequate, it was afterwards proposed to spend on two school buildings the money assigned to the four. None of this money was, however, expended, as plans and estimates were not forthcoming in time. The estimates framed by the Local Fund Overseer for erecting school-houses for 100 and 50 boys on Captain Wilkins' plan, and forwarded for the approval of the Superintending Engineer, were, if the Sub-Collector remembers rightly, never returned.

7. The Sub-Collector is of opinion that whatever plan may be adopted, the cost per boy for a public building in which sufficient space is allowed will not be less in this Sub-Collectorate than Rs. 59 or Rs. 60, material and labour being both so very expensive. The Sub-Collector is further respectfully of opinion that an Executive Engineer, or at least an Assistant under him, should be appointed solely for Broach, as it is impossible for the Local Committee to undertake the construction and erection of bridges and school-houses without the assistance of a competent Engineer.

J. G. WHITE,
Sub-Collector and P. L. F. C.

STATEMENT of Works in contemplation in 1866-67 *in the Broach Sub-Collectorate.*

No.	Description of Work.	Amount of Estimate.			Amount proposed to be expended in 1866-67.		
	Communications.	Rs.	a.	p.	Rs.	a.	p.
1	Bridge over the Naheer creek	25,000	0	0	15,000	0	0
2	Bridge over the Wó at Tuncha	25,000	0	0	15,000	0	0
3	Iron bridge over Bhookee near Kesval.....	40,000	0	0	20,000	0	0
4	Making the present tracks between the kutcherry at Ahmode and the new Jumbooseer and Palej road into a road passable at all seasons	1,000	0	0	1,000	0	0
5	Filling hollows near Kurelee	1,200	0	0	1,200	0	0
6	Constructing a shed near Dhadur as a resting-place for persons who come to burn their dead	1,200	0	0	1,200	0	0
7	Works under Rs. 1,000	4,715	8	0	4,715	8	0
	Ootara at Bhurbhoot 866						
	Do. Mehgam 400						
	Do. Achode..... 500						
	Do. Rohodee 187						
	Do. Kurena..... 62½						
	Do. Vehlum 400						
	Do. Vuheeal 500						
	Do. Kuladra 300						
	Turning tiles on Ootaras 1,500						
	Ferries	658	0	0	658	0	0
	Boatmen at Nuheerkhuree 58						
	Ferry boats between mainland and islands of Sukerpore and Jaharesur 300						
	Turapas at Vilayet Kelode and Urgama .. 300						
	Watercourses	315	0	0	315	0	0
	Repairing the earthenway over watercourse at Achode 100						
	Do. do. Naheer 50						
	Do. do. Tuncha 25						
	Do. do. Naheer and Kerwara .. 25						
	Do. do. Kobla..... 30						
	Do. do. Rohode 25						
	Do. do. Surbhonee 25						
	Repairing slope at Bojadra 35						
	Roads.						
	Repair of road from Naheer to Kerwara	125	0	0	125	0	0
	Miscellaneous Public Improvements.						
8	Tank at Mehgaum	1,000	0	0	1,000	0	0
9	Tank at Sumnee	1,500	0	0	1,500	0	0
10	Tank at Kelode	1,500	0	0	1,500	0	0
11	Well at Pukhajun	1,000	0	0	1,000	0	0
12	Well at Wagra	1,200	0	0	1,200	0	0
13	Wav at Urgama	3,000	0	0	3,000	0	0
14	Tanks (works under Rs. 1,000)	1,000	0	0	1,000	0	0
	Excavating tank at Neenum 200						
	Do. do. Lohara 800						

No.	Description of Work.	Amount of Estimate.	Amount proposed to be expended in 1866-67.
		Rs. a. p.	Rs. a. p.
	Wells	1,675 0 0	1,675 0 0
	Repairing well at Bhurbhoot..... 375		
	Constructing a well for the Khalpus at Dehej. 500		
	Do. a well at Lohara 300		
	Repairing Sumbha well..... ... 200		
	Do. Kupooria well 300		
15	Fencing pieces of ground for burying dead cattle in the Ahmode purgunna	100 0 0	100 0 0
16	Purchasing articles of dead stock for extinguishing fires in Ahmode purgunna	36 0 0	36 0 0
	Total....Rupees	1,11,224 8 0	71,224 8 0

J. G. WHITE,

Sub-Collector, and P. L. F. C.

STATEMENT of Works in contemplation to be done in 1866-67 *in the Broach Sub-Collectorate.*

No.	Description of Work.	Amount of Estimate.	Amount proposed to be expended in 1866-67.
	COMMUNICATIONS.	Rs. a. p.	Rs. a. p.
	On Road to Sookulteerut.		
1	Bridge over Tadkhuree	11,000 0 0	11,000 0 0
2	Making the present tracks between the kutcherry at Ahmode and the new Jumboosur and Palej road into a road passable at all seasons.....	1,000 0 0	1,000 0 0
3	Filling hollows near Karelee	1,200 0 0	1,200 0 0
4	Shed near Dhadur as a resting-place for persons who come to burn their dead.....	1,200 0 0	1,200 0 0
5	Repairing road from Wagne to Dehej at Rs. 50 a mile.	1,000 0 0	1,000 0 0
6	Boat at Kelode Kharee, with boatmen, &c.	1,250 0 0	1,250 0 0
	Do. Urguma	1,250 0 0	1,250 0 0
7	Works under Rs. 1,000	8,615 8 0	8,615 8 0
	Ootaras at Bhurbboot 866		
	Do. Mehghum 400		
	Do. Achode 500		
	Do. Rohode 187		
	Do. Kurrun 62½		
	Do. Vehelum..... 400		
	Do. Vuheeal 500		
	Do. Kuladra 300		
	Turning tiles on ootaras 1,500		
	Repairing ootaras in the Broach talooka . 2,000		
	Do. do. Viluyet 500		
	Do. do. Chunchwel .. 500		
	Do. do. Islampore 400		
	Do. do. Cheedra 500		
	Ferries	658 0 0	658 0 0
	Boatmen at Naheerkharee 58		
	Ferry boats between mainland and islands of Sukerpore Tawree and Jaharesur 300		
	Turapus at Vilayut Kelode and Urgama 300		
	Watercourses	415 0 0	415 0 0
	Repairing earthen way over watercourse at Achode 100		
	Do. do. Naheer 50		
	Do. do. Tuncha 25		
	Do. do. Naheer and Kerwara . 25		
	Do. do. Kobla 30		
	Do. do. Rahode 25		
	Do. do. Surbhone 25		
	Do. slope at Bojadra 35		
	Do. earthen bridge at Vilayut..... 100		
	Lines of roads	3,287 0 0	3,287 0 0
	Repair of road from Naheer to Kerwara, at Rs. 50 a mile 125		
	Do. Kelode to Tuncha..... 225		
	Do. Wagra to Urgama 287		
	Do. Dehej to Kesrol 600		
	Do. Jumboosur to Kavee..... 750		
	Do. do. Tunkaria..... 500		
	Do. do. Karelee 600		
	Do. do. Koondul 200		

No.	Description of Work.	Amount of Estimate.			Amount proposed to be expended in 1866-67.		
		Rs.	a.	p.	Rs.	a.	p.
	MISCELLANEOUS PUBLIC IMPROVEMENTS.						
	Excavations.						
8	Tank at Mehgaum	1,000	0	0	1,000	0	0
9	Tank at Tumnee	1,500	0	0	1,500	0	0
	Tank at Kelode	1,500	0	0	1,500	0	0
	Excavating Assa Tulao	5,000	0	0	5,000	0	0
	Do. tank at Wagra	1,000	0	0	1,000	0	0
	Repairing tank at Banum Tunkaree	2,000	0	0	2,000	0	0
	Do. do. Dewla	1,900	0	0	1,900	0	0
	Do. do. Hunkbee	2,000	0	0	2,000	0	0
	Do. do. Mugnad	2,000	0	0	2,000	0	0
	Do. do. Dora 1,000, Dunda 1,000, Ahmode 2,000	4,000	0	0	4,000	0	0
	Wells.						
	Well at Pukhajun	1,000	0	0	1,000	0	0
	Do. Wagra	1,200	0	0	1,200	0	0
	Vav at Urgama	3,000	0	0	3,000	0	0
	Planting trees on roads in Broach purgunna	1,000	0	0	1,000	0	0
	Works under Rs. 1,000	4,300	0	0	4,300	0	0
	Tanks.						
	Excavating tank at Nermun 200						
	Do. do. Lohara 800						
	Do. do. Sarun 500						
	Do. do. Padurye 500						
	Do. do. Ochun 500						
	Do. do. Numjola 200						
	Embanking Nagesun tank at Jumboosur .. 800						
	Repairing the koond of Nagesur tank 800						
	Wells	5,175	0	0	5,175	0	0
	Repairing well at Wagra 300						
	Do. do. Trankul 300						
	Do. do. Chunchwel 500						
	Do. do. Mangrole 500						
	Do. do. Hetumpore 150						
	Do. do. Wanseta 200						
	Do. do. Mulpore 300						
	Fencing wells in Ahmode purgunna 1,250						
	Repairing well at Bharbhoot 375						
	Well for the Khalpus at Dehej 500						
	Do. Lohara 300						
	Do. Lumbha 200						
	Do. Kupoora 300						
	Fencing ground for burying dead cattle in Ahmode purgunna	100	0	0	100	0	0
	Purchasing articles of dead stock for extinguishing fires in Ahmode purgunna	36	0	0	36	0	0
	Prickly-pear clearances	500	0	0	500	0	0
	Total....Rupees	69,086	8	0	69,086	8	0

J. G. WHITE,

Sub-Collector, and P. L. F. C.

A

STATEMENT showing the amounts allotted on Works over Rs. 1,000 *in the Local Fund Budget of* 1864-65, *the amount expended on these Works up to* 30*th April, Balance on* 1*st May* 1865, *and Works proposed to be executed in* 1865-66.

No. or reference in the printed Budget.	Amount of Local Funds granted in 1864-65 for Works costing over Rs. 1,000.	Rs.	a.	p.	Amount expended on each Work in 1864-65.	Rs.	a.	p.	Balance.	Rs.	a.	p.	Amount sanctioned for the continuance of the same Works, &c. in 1865-66.	Rs.	a.	p.	Amount of Local Funds proposed to be expended in 1865-66 on Works costing over Rs. 1,000.	Rs.	a.	p.	Remarks.
	Communications.																*Communications.*				
41	Road from Jumboosur to Ahmode	28,103	0	0	34,198	15	3		.....				....				Road from Broach to Ahmode	11,500	0	0	
42	Road from Ahmode to Palej.	30,454	0	0	6,535	13	10		23,918	2	2		....				Metalling the new road from Broach town to Railway Station.....	5,000	0	0	
46	Repairing the new road from Broach town to Railway Station.....	2,300	0	0	.....				2,300	0	0		....				Culvert over Bhadree.....	4,719	0	0	
53	Timber bridge at Achode ..	12,000	0	0	12,000	0	0		.....				5,000	0	0		Do. Wurria Kharee	1,558	0	0	
	Miscellaneous Public Improvements.																Do. Oomra Bhugul	2,172	0	0	
																	Do. Nagesur tank	2,172	0	0	
216	Well at Khundalee in Wugra	1,100	0	0	1,100	0	0		.....				....				Do. Koteswur on Leemuj road	2,172	0	0	
	Excavating Nagesur Tank in Jumboosur	4,500	0	0	100	0	0		4,400	0	0		....				Achode bridge	5,000	0	0	
218	Tank and Wav at Ahmode..	4,289	0	0	2,572	8	0		1,716	15	4		....				Dhurumsalla at Guzera....	1,000	0	0	
219	Tank at Segwar in Broach..	1,000	0	0	.....				1,000	0	0		....								
222 and 223	Cutting a channel for the drainage of Jumboosur.	5,548	0	0	1,542	7	9		4,005	8	3		....				*Miscellaneous Public Improvements.*				
220	Tank at Khunpore Deh....	1,000	0	0	.....				1,000	0	0		....				Repairing well at Ankote...	1,000	0	0	
	Tank at Eekhur	1,582	0	0	.....				1,582	0	0		....				Do. Zuniadra.....	1,032	0	0	
	Total....Rs.	91,876	0	0	.....				39,922	9	9		....				Total....Rs.	37,325	0	0	

J. G. WHITE,
Sub-Collector, and P. L. F. C.

B

STATEMENT showing the amounts allotted on Works under 1,000 *Rupees in the Local Fund Budget of* 1864-65, *the amount expended on these Works up to* 30*th April, Balance on* 1*st May* 1865, *and of Works proposed to be executed in* 1865-66.

Amount of Local Funds granted in 1864-65 for Works costing under 1,000 Rupees.				Amount expended in 1864-65.			Balance.			Amount of Local Funds proposed to be expended in 1865-66 on Works costing under 1,000 Rupees.				Remarks.
Miscellaneuos Public Improvements.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	*Miscellaneous Public Improvements.*	Rs.	a.	p.	
Wells	4,397	8	0	1,981	8	0	2,416	0	0	Wells	3,338	0	0	
Tanks	12,774	4	0	11,148	4	0	1,626	0	0	Tanks	5,703	0	0	
Prickly-pear	4,080	0	0	2,676	1	3	1,403	14	9	Prickly-pear	4,000	0	0	
Communications.										*Communications.*				
Bridges and Culverts	1,133	0	0	525	3	10	607	12	2	Bridges and Culverts.....	1,805	0	0	
Repairs of Roads	1,433	1	0	1,433	1	0	.....			Repairs of Roads	5,429	0	0	
Ootaras	1,889	0	0	1,859	14	0	29	2	0	Ootaras	4,013	0	0	
Ferries	300	0	0	127	7	0	172	9	0	Ferries	567	0	0	
Dhurumsallas	1,100	0	0	991	1	9	108	14	3	Dhurumsallas	50	0	0	
Total....Rupees	27,106	13	0	20,742	8	10	6,364	4	2	Total....Rupees	24,905	0	0	

J. G. WHITE,
Sub-Collector, and P. L. F. C

No. 1153

STATEMENT showing the Balances available out of the Grants for

as per his letter No. 2554

District.	Unexpended Balance on account of Works in progress on 1st May 1865.	Unexpended Balance on account of Repairs in progress on 1st May 1865.	Amount on account of Works sanctioned in 1864-65 but not commenced.	Amount on account of Repairs sanctioned in 1864-65 but not commenced.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Broach Sub-Collectorate.	33,625 15 9	8,478 14 2	600 0 0	3,882 0 0

	Rs.	a.	p.
Amount available on 1st May	50,366	4	7
Amount of expenditure bills passed by Controller of Public Works Accounts for expenditure up to 30th April.....	72,725	11	5
Amount of Broach Budget....Rs.	1,23,092	0	0

Broach, 24th August 1865.

of 1865.

Local Funds Works in 1864-65, *forwarded to the Revenue Commissioner N. D., dated* 11*th August* 1865.

Total.	Balance from amount allotted for Contingencies Establishment, &c.	Balance from Reserve Fund.	Grand Total.	Deduct on account of Works and Repairs not in the Budget executed in 1864-65.	Net amount available on 1st May 1865.
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p	Rs. a. p.
46,286 13 11	1,398 2 8	2,381 4 0	50,366 4 7	....	50,366 4 7

J. G. WHITE,
Sub-Collector, and P. L. F. C.

4b

MEMORANDUM ACCOMPANYING STATEMENTS CONNECTED WITH IMPERIAL, LOCAL FUNDS, AND OTHER WORKS IN THE SURAT COLLECTORATE, AS REQUIRED AT THE PUBLIC WORKS CONFERENCE MEETING AT POONA ON THE 24TH AUGUST 1865.

Imperial Works.

No Imperial works of any great importance were carried out in the Surat and Broach Collectorates during 1864-65. The most noticeable works were—

1. Constructing Police lines at Wappee ....Rs. 2,652
2. Converting old Mamlutdar's kutcherry at Broach into quarters for Police ..... „ 5,530
3. Adapting part of Surat Castle for custom-house purposes „ 4,606

A statement numbered I. accompanies, showing all expenditure from Imperial Funds under the Executive Engineer, Surat and Broach, during 1864-65.

For 1865-66 the works proposed are shown in the accompanying statement numbered II. This statement includes proposals for 1866-67. The most important is the Bulsar Sanitarium project. Designs are being drawn for the Bulsar barracks, &c., and will, it is hoped, be ready for submission, with the required estimates, by the end of October next.

The column of remarks in the statement gives all information required as regards the works enumerated, both for execution during the current year and proposed for 1866-67.

Local Funds Works under the Executive Engineer.

These works are enumerated in the accompanying statement numbered III. They have all been sanctioned in the Local Funds Budget out of the old Local Fund balances. Detailed plans and estimates have been submitted for these works, with the exception of No. 4, the estimate for which is only a rough approximate one. It will be observed from the statement that most of the estimates are utterly insufficient. Revised plans and estimates are in course of preparation for Nos. 1, 2, and 3. The column of remarks shows roughly the work done and that in progress as regards each work. It is believed that the old Local Fund balances are nearly exhausted, and it therefore becomes necessary to at once decide out of which funds these roads are to be provided for. They are all important railway feeders except No 1, and there will be a heavy traffic on each of them when thrown open, necessitating their being metalled. The metalling is very expensive, averaging Rs. 10,000 per mile, and is the item in each estimate which has been under-estimated, costing in several instances double the rate first entered. The amounts provided in the Local Funds Budget for the current year for these railway feeders are shown in the statement as well as those required to carry them on satisfactorily, so as to admit

of their being completed in 1866-67. The excess of the sum of the latter amounts above the former is Rs. 59,099.

Cambay Port Fund.

Two works are proposed as a debit to this Fund during the current year, viz :—

1.	Lighthouse at Vaux's Tomb	Rs. 7,553
2.	Improving the Chaput Bunder at Surat ..	„ 20,000
	Total..	Rs. 27,553

Plans and estimates for No. 1 have been submitted to the Superintending Engineer N. D., in substitution for others before submitted but disapproved of. No plans and estimates have been prepared for No. 2, but they will be shortly taken in hand. Under this head two works were taken in hand during 1864-65, viz :—

1. Cursetjee Furdoonjee Parukh's Dhurumsalla at Surat.
2. Adding venetians to the windows of the Cowasjee Jeehanghir Hospital at Surat.

No. 1 was commenced and completed in 1864-65 at a total cost of Rs. 25,828.

No. 2 was commenced in1864-65 (in which year Rs. 2,000 were expended) and completed during the current year at a total cost of Rs. 4,000.

An allusion was made by my predecessor at last year's Conference to the construction of a carriage road from Nowsaree to the Victoria Dispensary from funds provided by the Honorable Rustomjee Jamsetjee Jejeebhoy. Sanction was accorded in 1863 to the execution of this work at an estimated cost of Rs. 19,048. Mr. Woodhouse was at that time unable to proceed with the work, having no one to superintend it. The subsequent rise in the prices of labour and materials rendered the amount of the estimate insufficient, and the project was not again brought forward until within the last two months. By a reduction of the height of the embankment and of the width of roadway over the bridge and culvert, the revised estimate lately sent in has been brought within the first sanctioned amount, and contractors have received orders to commence the work on the 1st October, in the meantime collecting all necessary materials. The road will probably be completed next rains, including consolidation of metal, within the amount of the revised estimate, viz. Rs. 18,376. The iron bridge over the Bhatta creek, the funds for which (Rs. 15,000) have been provided by the same gentleman, will also, in all probability, be erected this year, Messrs. Forde and Preston having arranged with my predecessor to produce and set up the iron work after the rains.

A number of other works, the funds for which have been subscribed by charitable individuals, are mentioned in Mr. Robertson's statements and memorandum which accompany, and which include all other Local Fund works. The arrears of every description in the Surat Executive Engineer's office are, however, so large that unless some special arrangement (such as the appointment of an Engineer for Local Fund works alone) is made to assist the Executive Engineer, great delay in the execution of these and other works must necessarily ensue.

No. I.

STATEMENT of Works carried on during the year 1864-65, *from Imperial Funds, under the Executive Engineer, Surat and Broach Collectorates.*

Names of Works.	Estimated amount.	Amount expended up to 30th April 1865.	Saving.	Excess.	Remarks.
Military.	Rs.	Rs.	Rs.	Rs.	
Constructing temporary chuppers for the accommodation of invalid soldiers at Bulsar.	612	544	68	..	Work completed in 1864-65.
Constructing a new privy for the use of men of G. Battery 18th Brigade Royal Artillery at Baroda	1,444	1,486	..	42	Do. do. do.
Additions and alterations to the Assistant Apothecary's quarters at Baroda.....	757	743	14	..	Do. do. do.
Additions and alterations in the Castle at Surat for kutcherry purposes	1,425	1,401	24	..	Do. do. do.
Additions and alterations to a portion of Surat Castle for custom-house purposes	3,865	4,606	..	741	Do. do. do.
Constructing a pendall in the Rewa Canta Agency compound at Baroda to accommodate 1 naique and 12 sepoys	543	543	..	..	Do. do. do.
Constructing police lines at Wappee to contain 1 naique and 3 men	2,006	2,652	..	646	Do. do. do.
Converting old mamlutdar's kutcherry into quarters for police at Broach.....	5,616	5,530	86	..	Do. do. do.
Constructing a porch in the compound of the Adawlut, Surat	217	216	1	..	Do. do. do.
Constructing 4 servants' quarters in the Judge's compound at Surat	401	484	..	83	Do. do. do.
Additions and alterations in the Adawlut at Surat.....	624	624	..	..	Do. do. do.
Repairs	..	40,053	..	..	
Establishment, including contingencies	..	46,753	..	..	
Total expenditure during 1864-65....Rs.	..	1,05,635	..	..	

C. MANT, Lieutenant, R.E.,

Executive Engineer, Surat and Broach.

Poona, August 1865.

No. II.

STATEMENT showing Works proposed for execution in 1865-66 *from Imperial Funds under the Executive Engineer, Surat and Broach, including proposals for* 1866-67.

No.	Names of Works.	Probable amount of Estimate.	Probable expenditure in 1865-66.	Proposed expenditure in 1866-67.	Remarks.
		Rs.	Rs.	Rs.	
1	Barracks at Bulsar	5,00,000	1,00,000	3,00,000	Designs are being prepared, and it is hoped will be finally submitted by the 31st October next, with the necessary estimates. The sum entered in the 3rd column is an approximate guess only.
2	Mamlutdar's kutcherry at Bulsar	33,659	20,000	13,659	Plan and estimate have been submitted. The design is a modification of the standard plan, including quarters for police. It is supposed that at least Rs. 20,000 will be realised by the sale of the old kutcherry and its site. It is proposed to expend this amount during the year, leaving a grant of Rs. 13,659 to be provided in 1866-67.
3	Cemetery near Railway Station at Bulsar	3,845	3,845	....	Several interments having taken place, it is considered desirable by the Right Reverend the Lord Bishop of Bombay that the ground should be suitably enclosed and consecrated as a Cemetery. Plan and estimate have been submitted, and it is hoped that sanction will be accorded from the Reserve Fund of this year.
4	Road from Surat to Songhur	7,00,000	....	1,00,000	A survey of this road was made some years ago, but it is considered a very inaccurate one, and that a new survey will be necessary. This road is very important as connecting Khandeish with Gujarat and the sea coast. A road from Khandeish *viâ* the Kondaibaree Ghaut to Songhur has been in progress for some years under the Executive Engineer, Khandeish.
5	Police lines at various stations in the Surat and Broach collectorates	....	....	50,000	Plans and estimates for the whole of these lines have been submitted. It is believed, however, that the reorganisation of the Police will reduce the amount of accommodation to be provided, and therefore also the estimated amount. It is proposed to expend Rs. 50,000 in providing lines next year.

No.	Names of Works.	Probable amount of Estimate.	Probable expenditure in 1865-66.	Proposed expenditure in 1866-67.	Remarks.
		Rs.	Rs.	Rs.	
6	Mamlutdar's kutcherry at Ahmode ..	28,000	....	28,000	This kutcherry in most urgently required. Plans and estimates have not been prepared, but will be set in hand without delay. The amount entered in the 3rd column is approximate. It is proposed to adopt the Bulsar kutcherry plan mentioned above. It is expected that a certain sum will be realised by the sale of the old kutcherry.
7	Do. do. at Unclesur ..	28,000	....	28,000	Do. do. do. do.
8	Sudder distillery at Surat	20,000	....	20,000	The existing distillery being in such disrepair as to be no longer worth repairing, a new building is urgently required. It is proposed to erect this building upon a site a little way removed from the city and near a creek into which the refuse can be discharged without offence to the inhabitants of Surat. No design has as yet been prepared, but its preparation will be very shortly set in hand.
9	Quarters for carkoons, &c. at the salt works at Jeao	2,549	2,549	....	Rough estimates for these buildings were framed by the Deputy Commissioner of Customs, Northern Division, and sanctioned by Government. Detailed plans and estimates are now under preparation in the Executive Engineer's office, Surat, at the request of the Deputy Commissioner of Customs, who wishes the buildings to be erected by the Public Works Department.

C. MANT, Lieutenant, R.E.,

Executive Engineer, Surat and Broach.

Poona, August 1865.

No. III.—*STATEMENT of Works sanctioned in the Local Funds Budget out of the Old Local Fund Balances, and in charge of the Executive Engineer, Surat and Broach, in the Surat Collectorate.*

No.	Item in the Budget 1864-65.	Names of Works.	Amount of Original Estimate.	Probable amount of Revised Estimate.	Expenditure incurred during previous years.	Expenditure incurred during 1864-65.	Total Expenditure incurred up to 30th April 1865.	Amount entered in Budget for 1865-66.	Amount required for expenditure in 1865-66.	Amount required in 1866-67.	Remarks.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	37	Road from Olpar to Randeir, 8½ miles	64,840	1,04,749	6,899	27,987	34,886	35,493	64,000	5,863	Earthwork culverts and drains nearly completed. One-eighth of metal collected.
2	38	Road from Olpar to Sion, 8¾ miles	43,948	91,773	3,449	26,369	29,818	25,408	56,000	5,955	A culvert and several drains remain to be built. About one-half of the metalling has been collected.
3	39	Road from Kim to Turkesur ..	54,180	78,937	1,809	2,972	4,781	50,300	50,300	23,856	More than half the embankment thrown up. Drains and metalling not commenced.
4	40	Road from Unklesur Railway station to Hansote, 12¾ miles	Approximate Estimate. 82,977	....	23,022	22,283	45,305	65,901	65,901	..	Earthwork nearly completed. Very little metal collected. About half the drains built.
5	43	Culverts and drains on the road from Pardee to Cheevul, 15 miles	11,145	....	1,662	8,525	10,187	....	....	..	Work given on contract and nearly completed in 1864-65 ; since completed.
6	44	Road from Chotta Duman to Wapee Railway station, 6¾ miles	41,167	....	705	11,703	12,408	....	....	..	Earthwork of portions of line lying in British territory completed, and culverts and drains in progress. Part of the moorum for surface coating collected. No work commenced on portions of line in Portuguese territory, as the decision of the Portuguese Government, on a reference on the subject of the transfer of the land required, has not as yet been received. Since writing the above the consent of the Portuguese Government has been received to their bearing the cost of the portion of the line in their territory.
7	45	Bridges at Olpar and Masma .	30,992	41,826	23,460	18,366	41,826	....	....	..	These bridges (masonry abutments and wooden superstructure) were completed during the year 1864-65 at a total cost of Rs. 41,826 (excess Rs. 10,834).

Poona, August 1865.

C. MANT, Lieutenant, R.E.,
Executive Engineer, Surat and Broach.

4 C

REMARKS REGARDING LOCAL FUND WORKS OF THE SURAT COLLECTORATE.

By the Collector.

The total amount available for expenditure on account of Local Fund works during the past year was Rs. 1,29,878-14-2, and Rs. 1,55,899-1-1 on account of collections in 1864-65. Of this sum, Rs. 21,258-2-11 were actually expended during the past year. The balance (Rs. 2,64,519-12-4) has been carried to current year's Budget.

The expenditure effected was as follows :—

Completed Works.

During the past year Rs. 2,159-8-6 were expended in metalling and repairing roads, and on bridges the expenditure amounted to Rs. 500. The total expenditure on completed works amounted to Rs. 2,659-8-6.

Work commenced and not completed during the past year.

On account of construction of *new roads*, metalling, raising embankments, earthworks, &c., the amount sanctioned for expenditure was Rs. 46,639. Of this sum an actual expenditure of Rs. 7,985-7-8 has been incurred, leaving a balance of Rs. 41,253-8-4.

The sanctioned amount on account of construction of *culverts*, &c. amounted to Rs. 2,000, on which a sum of Rs. 400 has been expended, leaving a balance of Rs. 1,600 available.

Unmetalled Roads.—Under this head Rs. 950 were sanctioned. The actual expenditure was Rs. 391-14-2, the balance available amounting to Rs. 558-1-10.

On account of *Tree plantations* a sum of Rs. 1,000 was sanctioned. Rs. 24 has only been expended, the balance in hand amounting to Rs. 976.

Under the head of *Compensation for Lands* the expenditure amounts to Rs. 545-12-1 from the amount sanctioned for this purpose Rs. 1,000. The available balance amounts to Rs. 454-3-11.

The total amount sanctioned for the above works was Rs. 51,589, the actual expenditure incurred Rs. 9,347-1-11, leaving a balance of Rs. 45,842.

Works sanctioned to be carried out last year and uncommenced.

Road.—Rupees 19,700 sanctioned under this head have not been expended. In this year's Budget the sum applied for amounts to Rs. 11,200.

On account of *Bridges* the sanctioned amount was Rs. 25,500.

In this year's Budget Rs. 30,000 is proposed for expenditure. This sum has been budgetted for to enable the Kim River being bridged over.

Public Improvements, Wells, &c.—The sanction under this head was Rs. 2,500. This amount has been struck out of the current year's Budget, it being found impossible to carry out the expenditure.

The total amount sanctioned for works under the above heads was Rs. 47,700, and that proposed for expenditure during the current year Rs. 41,200.

The contemplated expenditure for the current year is as follows:—

New Works entered in this year's Budget.

Fair Weather Roads.—The proposed expenditure under this head amounts to Rs. 28,700 on account of *metalling, culverts, drains,* &c.

The proposed expenditure is Rs. 38,600
That on account of bridges is ,, 14,500
and for wells ,, 800

making a total proposed expenditure on account of new works amounting to Rs. 82,600.

In addition to the above, provision has been made for an expenditure of Rs. 30,000 on account of the new road through the city of Surat leading from the Castle to the Dehli Gate Railway Station. This work is under construction by the Engineer department, and is being carried out for the municipality of Surat. To enable this important work being carried out, Government in the first instance proposed lending the municipality the necessary funds for its construction. A sum of Rs. 1,00,000 was advanced to the municipality accordingly. The Supreme Government having taken exception to this loan, the remaining lakh promised was withheld. The work having been commenced by the municipality on the understanding that Government would aid them by a loan of Rs. 2,00,000, they were reluctantly forced, on the Supreme Government's decision being made known, to raise the remaining sum in the market. A loan of Rs. 1,23,273-8 has accordingly been effected by the municipality, bearing interest at 9, 10, and 12 per-cent.

This important work was commenced under the supervision of the late Executive Engineer, Mr. Woodhouse.

The line of road has been entirely cleared, and is advancing towards completion. Much, however, remains still to be done. It is hoped that it will be completed by the commencement of next rains.

As the line of road has been carried through the heart of the city, the amount of compensation has been very heavy, the actual expenditure under this head having been no less than Rs. 2,78,010.

As an off-set to this a sum of Rs. 48,232-6-3 has been realised by the sale of the materials of houses pulled down. This sum is so trivial compared to the amount paid as compensation (Rs. 2,78,010) as to lead to the inference that compensation was paid more for the land taken up than for house property.

The actual expenditure on the road up to present date amounts to Rupees 26,806-6-11, and it is estimated that a further expenditure of Rs. 73,000 will have to be incurred before completion of the work.

The expenditure on account of this work will accordingly amount to Rupees 3,77,816-6-11, a sum very far in excess of what was originally contemplated.

Up to the present date the total amount of the debt incurred by the municipality on account of this work amounts to Rs. 2,23,273-8.

Government have refunded them a sum of Rs. 29,000, part of the sale proceeds of the materials of houses pulled down, which, together with Rs. 31,000, the contemplated amount of one per-cent Income Tax, and Rs. 30,000, proposed to be contributed from the Local Fund cess, amounting in all to Rs. 90,000, would reduce the debt to Rs. 1,33,273-8. As the Supreme Government have, however, withheld the one per-cent Income Tax, the actual amount available can only be computed to be Rs. 59,000.

As Government have, however, made a promise of a grant of Rs. 25,000 towards this work, it is to be hoped that this amount will be forthwith placed to the credit of the municipality, so as to enable them meeting their present liabilities.

The debt incurred by the municipality on account of this work has pressed so heavily on them that they are not, I regret to observe, in a position to carry out its completion, and it has been brought to a stand-still for want of funds. A Select Committee has been appointed to reconsider the question of municipal taxation, as being the only means of warding off the impending insolvency of the municipality, and enabling them carrying out necessary improvements.

This course has been adopted as it appeared that the population, trade, wealth, and importance of Surat are such as to enable its bearing an impost on account of municipal purposes fully equal to that levied at Kurrachee, &c.

However, in the meantime, how the necessary expenditure for the completion of the road is to be met is a pressing question, and one that hardly allows of delay. That the municipality cannot at present continue it is evident. It was anticipated that the sale of the land purchased in excess of the road requirements would realise a large sum. This it is to be feared will not be the case.

The want of metal on account of this and other railway feeder roads led to an application being addressed to the Managing Agent of the Bombay, Baroda, and Central India Railway to ascertain whether the Railway Company would aid the Local Funds by conveying metal cost free, or at a nominal rate, from the Doongree quarry when required for railway feeder roads. The Company having refused to convey metal at a lower rate than that charged for the conveyance of Government stores, their refusal virtually places it out of the power of the Local Funds employing metal for railway feeder roads.

The total collections on account of Local Fund works since 1863-64 has amounted to Rs. 2,88,740-3-3. The expenditure in each year was as follows :—

In 1863-64.....	Rs.	2,962	4 0
In 1864-65.....	„	21,258	2 11

leaving a balance of Rs. 2,64,519-12-4 unexpended, which it is proposed to expend on the following works, &c. :—

	Rs.
Roads.....	1,15,742
Metalling	15,200
Culverts and drains	21,900
Bridges	44,500
Tanks and wells	800
Repairs of roads and bridges	10,600
Establishment	13,626

These works it is to be feared will not be proceeded with during the current year, as the Executive Engineer and his Assistants are unable to devote their time and attention to Local Fund works owing to the numerous calls on them from the Public Works Department.

To enable Local Fund works being carried on, and the money collected on their account being expended in improving the country, my predecessor proposed the appointment of a special Assistant for Surat and Broach, to be employed solely on Local Fund works, and in so doing remarked that until one was appointed the annual fund collected would not be economically and properly administered. This course has since been urged on the attention of higher authority both by myself and the Executive Engineer, and it is hoped that it has received that attention the urgency of the case demands, as without some one be appointed to carry on Local Fund works, it would be better that they be brought to a stand-still than that the money be expended in a questionable manner or not at all, as in past years.

It must be remembered that the construction of Local Fund roads in Guzarat is far different to that in other collectorates. There roads have to be in each instance made, lines carefully surveyed and marked out, all requiring the attention of a competent officer.

Difficulty, I believe, is experienced in providing a special officer for this duty. It does not, however, follow that he should belong to the Public Works Department, as the Broach and Surat Funds would bear the whole cost, paying Rs. 600 a month, say, for such agency. It is to be hoped some person competent for the duty may be found.

In addition to Local Fund works, there are 9 dhurumsallas, 1 dispensary, and 1 hospital, the funds for the construction of which have been provided for by private individuals. These the Executive Engineer has not as yet been able to carry out. If a special officer, as recommended, be appointed, they could be handed over to him for completion so soon as the plans and estimates were ready.

A sum of Rs. 61,031 has been appropriated for school-house purposes. Detailed information on this head is given in the accompanying statement. Plans for school-houses circulated by Mr. Howard, the late Director of Public Instruction,

being considered as open to objection both as regards cost and disposition of accommodation, fresh plans have been prepared by the Executive Engineer, Surat and Broach, in connection with Mr. Curtis, the Educational Inspector, Northern Division. These plans are approved of by the Local Funds Committee, and are recommended for general adoption. A comparison of their cost per boy with that of Mr. Howard's plans give them (the former) a decided advantage, their average cost being Rs. 52 a boy, that of Mr. Howard's Rs. 69 per boy. The extent of the saving which will be effected by the adoption of the new plans will be appreciated when the large number of schools, the construction of which is proposed, is taken into consideration.

Two Maps of the Surat and Broach Collectorates accompany, showing the lines of road proposed under construction.

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A.

STATEMENT of Works sanctioned in the Local Funds Budget for 1864-65 *which have been commenced and completed during the same period under the Local Funds Committee, Surat.*

Item of Budget.	Names of Talookas.	Names of Works.	Amount sanctioned in 1864-65	Amount expended up to 30th April 1865.	Remarks.
		WORKS ABOVE Rs. 1,000.			
		None.	Rs.	Rs. a. p.	
		WORKS UNDER Rs. 1,000.			
71	Soopa	Metalled roads	600	579 8 6	Metalled and drained road from Nowsaree railway station to Vizulpore. The earthwork on this line of road (half mile in length) has been completed at a cost of Rs. 579-8-6. Provision for draining and metalling the same has been made in the Committee's Budget for 1865-66.
71	Mandvee & Soopa.	Unmetalled roads	1,590	1,580 0 0	Road from Mandvee to Moteechur .... 600 Road from the level-crossing to the south of the Nowsaree railway station into Vizulpore with a culvert ..... 340 Road to connect a part of Umulsar on the high road to Gundavee with the railway station..... 200 Improvement of the Kurrya Creek..... 440 Rs. 1,580
71	Bulsar	Bridges	500	500 0 0	Foot-bridges for foot-passengers over the Dhobee and Sial Kharrees .....Rs. 500
		Total amount sanctioned in 1864-65 for works commenced and completed during the same year	2,690	2,659 8 6	

B.

STATEMENT of Works sanctioned in the Local Funds Budget for 1864-65, *commenced and not completed during the year under the Local Funds Committee, Surat.*

Item in the Budget of 1864-65.	Talookas.	Names of Works.	Length in Miles.	Amount sanctioned in the Budget.	Amount expended up to 30th April 1865.	Amount required for expenditure in 1865-66.	Remarks.
		WORKS ABOVE Rs. 1,000. *Fair Weather Roads.*		Rs.	Rs. a. p.	Rs.	
48	Soopa	Road from north bank of River Poorna *viâ* Lurbhan to the village of Lejwar.	16	5,000	168 12 8	6,231*	This line has nearly been surveyed and marked out during 1864-65. The work will shortly be commenced. Provision for culverts and drains for this line of road has been made in the Committee's Budget for 1865-66. *Inclusive of Rs. 1,400, the balance of the estimated cost of the work which has been budgetted for in the current year.
49	Ditto	Road from Kalleeawaree to the south bank of River Poorna.	6	2,400	168 12 7	2,231	These roads have only been surveyed and marked out during the past year. The works will shortly be commenced.
54	Ditto	Road from the Nowsaree railway station to the village of Jullalpoor.	¾	4,000	205 12 0	3,794	
57	Ditto	Road from Vizulpoor to and *viâ* Eroo and Bhootsur.	5	2,500	865 4 11	1,635	The earthwork from Vizulpoor to Aub has been completed; that from the latter village to Bhootsur will be commenced soon after the rains. Provision for culverts and drains on this road has been made in the Committee's Budget for 1865-66.
58	Ditto	Road from Eroo to Mutwar.....	6	1,800	164 5 6	1,636	A great portion of the work has been completed during the current year, and provision for culverts and drains has been made in the Committee's Budget for 1865-66.

60	Ditto	Road from Ubhrama to Umulsar railway station.	6	8,400	1,549	12	8	6,850	The earthwork on this line of road has been nearly completed. Culverts and drains will be commenced after the rains; and metalling is provided in the current year's Budget.
61	Chicklee	Road from Chicklee to Ranwaree....	11	4,400	1,599	15	4	2,800	Earthwork on this line of road has been nearly completed. Culverts and drains will be commenced after the rains. Metalling is provided for in the current year's Budget.
55	Bulsar	Road from Bulsar railway station to the level-crossing on the road to Parnera.	¾	5,439	1,060	5	4	4,379	The earthwork on this line has been completed. Culverts and drains built in 1865-66. The metalling will shortly be commenced and will be finished by October next.
56	Ditto	Road from Bulsar to the British frontier in the direction of Dhurrumpoor.	18	5,000	9	0	0	*7,191	The earthwork on this line of road will shortly be commenced and completed in the current year. *Inclusive of Rs. 2,200, the balance of the estimated cost of the work, which has been budgetted for in the current year.
65	Ditto	Road from the Doongree railway station to Chicklee.	8	3,300	62	11	0	3,237	The earthwork on this line of road will be commenced shortly and completed during the year.
66	Ditto	Road from Wappee to Doongree	4	1,200	456	5	0	744	Earthwork on this line of road was completed in the current year. The metalling is provided for in the Committee's Budget for 1865-66.
59	Unclesir	Road from Unclesir to the British frontier at Sarungpoor.	5	2,000	538	1	0	1,462	The earthwork on this road is in progress and will be finished shortly. The metalling, culverts, and drains have been provided for in the Committee's Budget for the current year.
64	Chowrasee ..	Road from the village of Bhatta to the banks of Taptee opposite to Surat.	3	1,200	1,136	5	8	64	The earthwork on this road has been nearly completed, and metalling is in course of progress.
68	Chowrasee & Soopa.	Culverts on existing lines of roads ..	....	2,000	400	0	0	1,600	Out of the sum of Rs. 400 masonry culverts were built in the Soopa Talooka, leaving a balance of Rs. 1,600, out of which it is proposed to build culverts and drains on the Bhatta road.
69	Ditto	Tree plantations road side.....	....	1,000	24	0	0	976	The sum of Rs. 24 was expended on account of watering trees at Bulsar railway station, leaving a balance of Rs. 976, which will be spent during the current year in planting trees at the different stations and roads.

Item in the Budget of 1864-65.	Talookas.	Names of Works.	Length in Miles.	Amount sanctioned in the Budget.	Amount expended up to 30th April 1865.	Amount required for expenditure in 1865-66.	Remarks.
				Rs.	Rs. a. p.	Rs.	
70	Chowrasee & Soopa.	Compensation for lands taken up for roads.	....	1,000	545 12 1	454	The balance (Rs. 454) has been paid for compensation for lands in the current year.
		Total....	....	50,639	8,955 3 9	45,284	
		WORKS UNDER Rs. 1,000.					
71	Unclesir, Bardollee, and Soopa.	Unmetalled roads	....	950	391 14 2	558	Sum of Rs. 391-14-2 was expended on the following works:— Roads from Unclesir to Broach ferry 128 15 0; Improving approaches to the River Bardollee ..... 108 7 4; Ditto ditto to the kutcherry at Kalleeawaree .. .. 154 7 10; Total ....Rs. 391 14 2
		Total....	....	950	391 14 2	558	
		Grand total for Works commenced in 1864-65 and not completed in the year	....	51,589	9,347 1 11	45,842	

STATEMENT of Works proposed to be executed in 1865-66 *under the Local Funds Committee, Surat.*

Item in Budget for 1864-65.	Talookas.	Names of Works.	Amount sanctioned in the Budget of 1864-65.	Amount entered in the Budget of 1865-66.	Remarks.
		WORKS SANCTIONED IN 1864-65 BUT NOT COMMENCED IN THAT YEAR OWING TO WANT OF SUPERINTENDING ESTABLISHMENT.	Rs.	Rs.	
		Fair-Weather Roads.			
47	Mandvee	Road from Surkesir to Mandvee, 20 miles	10,000	3,000	
62	Ditto	Road from Mandvee to Deoghur, 10½ miles.....	2,500	....	
50	Bulsar	Road from Balda Pardee to Purnera, 4½ miles	4,500	5,500	The earthwork on this road was commenced in 1865-66.
67	Ditto	Road from Bugwara to Pardee, 6 miles	1,500	1,500	
63	Bardollee	Road from Bajeepoora to Walare, 6 miles	1,200	1,200	
			19,700	11,200	
		Bridges.			
51	Olpar	Bridge over the Kim River.....	18,000	30,000	
52	Chowrasee	Bridge over the Kankra Kharree near Surat	7,500	....	
			25,500	30,000	
		Public Improvements.			
214	Mandvee	Two wells in Mandvee purgunnas	2,500	....	
		Total....Rupees	47,700	41,200	

STATEMENT of Works proposed to be executed in 1865-66 *under the Local Funds Committee, Surat.*

Talookas.	Names of Works.	Length in Miles.	Amount entered in the Budget of 1865-66.	Remarks.
	WORKS ENTERED IN THE COMMITTEE'S BUDGET FOR 1865-66.			
	Fair-Weather Roads.		Rs.	
Chowrasee	Road from Mujoora gate *via* Bhuttar and Ulthan to Khujod with branches to Bhurthana and Bhimrar.	8	4,000	
Soopa	Road from Etulwa to Salej	6	2,400	
Ditto	Road to Dhurumsalla outside Kalleeawaree	..	300	
Ditto	Improving approaches to Umbeeka River	..	500	These are all new roads proposed to be constructed in 1865-66, should Government be pleased to sanction the appointment of an Engineer and staff of overseers to enable their being carried out.
Chicklee	Road from Chicklee to Mutwar on Kalleeawaree Road	10	4,000	
Ditto	Road from Chicklee to Billimora Railway Station	3	1,500	
Bulsar	Road from Wakee River to Parnera	3	1,500	
Unclesir	Road from Hansote to Sabole	11	5,500	
Ditto	Road from Elao to Sabole	2	1,000	
Ditto	Improving river crossing at Sarungpore on Unclesir and Rajpeepla Road	..	2,000	
Ditto	Continuation of road from Unclesir to the Rajpeepla frontier beyond Sarrungpore and Dudhal	5	2,500	
Ditto	Road from the village of Barbhata towards Unclesir	1	500	
Bardollee	Improving the road down to the river from the town of Bardollee where the drainage crosses	..	500	
Ditto	Improving river crossing at Walore	..	1,500	
Ditto	Improving the road from Surbhon to Bardollee	8	2,000	
Olpar	Landing stage at Randeir	..	500	
			28,700	
Chowrasee	Contribution to the road from the Police chowkee near the Castle to the Dehli Gate at Surat	..	30,000	
			58,700	

	Metalling Culverts and Drains.			
Chowrasee	Metalling the Varian Road	3	4,500	This road is at present existing, and the metalling has already been commenced, as per Revenue Commissioner's sanction No. 1504, dated the 10th May 1865.
Ditto	Metalling the road from the village of Bhatta to the banks of Taptee.	3	1,500	The earthwork on this road has lately been completed, and metalling commenced, as per Revenue Commissioner's sanction No. 1505, dated the 10th May 1865.
Soopa	Culverts on road from the north bank of River Poorna *viâ* Surbhon to the village of Sujwar.	16	3,200	Earthwork on this line of road is in course of progress.
Ditto	Ditto on the road from Eroo to Aub.....	5	5,000	Ditto ditto ditto.
Ditto	Hardening surface of road from Ubhrama to Umulsar Railway Station.	6	7,000	Ditto ditto ditto.
Ditto	Culverts of road from Eroo to Mutwar.....	6	1,000	Ditto ditto ditto.
Ditto	Metalling road from Nowsaree Railway Station to Vezulpore	½	1,000	Earthwork on this piece of road was completed in
Ditto	Culverts on ditto ditto ditto	½	1,000	1864-65.
Chicklee	Culverts and drains on the road from Chicklee to Ranwaree.	11	2,200	Earthwork on this line of road was completed in 1864-65.
Bulsar	Ditto on the road from Bulsar Railway Station to the British frontier in the direction of Dhurrumpore.	18	5,400	Earthwork on this line of road was sanctioned in 1864-65.
Ditto	Hardening surface of road from Wappee to Doongra	4	1,200	Earthwork on this road is in progress.
Unclesur	Four nullas in Unclesur talooka	....	1,600	
Ditto	Culverts and drains on the road from Hansote to Sahole ..	11	2,500	Earthwork on this road was provided for in the Committee's Budget for 1865-66.
Ditto	Hardening piece of road from Unclesur to Sarungpore	5	1,500	Earthwork on this road has been nearly completed.
			38,600	
	Bridges.			
Chowrasee	Wooden bridge on the road near Kankra Kharree near Dhoombhall	....	2,500	
Ditto	Bridge over the road between Oon and Ushtgaum	....	2,000	
Bulsar	Bridge over the united Kothul and Purialee creeks	....	10,000	
			14,500	
	Miscellaneous Public Improvements.			
Unclesur	Two wells at Unclesur and Panolee stations	....	800	
	Total.... Rupees	....	1,12,600	

WORKS proposed to bring forward for the next Budget for execution in 1866-67 *under the Local Funds Committee.*

Talookas.	Names of Works.	Amount proposed for expenditure in 1866-67.	Remarks.
	ROADS.	Rs.	
Olpar	Road from Kim station to Wurolee, 8 miles, at Rs. 1,000 a mile	8,000	This road was marked out by Mr. Bellasis when Collector. It requires widening and filling up to bring it to the site of the proposed bridge over the River Kim.
Ditto	Branch road from Seroolee to the Variaw ford, 2¾ miles, at Rs. 1,000 a mile.....	2,750	This short road is to connect the Randier and Olpar main road with Variaw ford. This is the direction taken by the traffic to Surat, which is very considerable.
Chowrasee	Road from Surat to Variaw, 2 miles, at Rs. 2,000 a mile	4,000	This important communication, connecting Surat with the ford in the Taptee, has never been completed as originally intended. A portion, 3 miles in length, was constructed, but it has been allowed to become unfit for traffic owing to want of repairs. The metalling of it has now been sanctioned and is in progress, and it is now contemplated to finish the remaining portion to the ford in 1866-67, as it is one of the most important lines. The produce of the Olpar and adjacent district finds its way into the market in Surat.
Bulsar	Road from Bulsar to the sea-coast half a mile south of Seethul, 3½ miles	3,300	The present track passes over very rough ground, and a road is much required to connect the Bulsar Railway Station with the sea-coast Sanitarium about to be built. The Wakee River intervening will require bridging. A bridge across the Wakee is of greater importance than a road without a bridge.
	Total ....Rupees	18,050	

Owing to the non-receipt of the Local Committee's Budgets, which are not received till later in the year, it is impossible to state what other works may be proposed for construction during 1866-67.

STATEMENT showing the amount sanctioned in the Budget of 1864-65 *for the erection of School-Houses in the Surat Collectorate, also the amount expended and the Balance remaining unexpended on the same.*

Talookas.	Names of Schools.	Amount sanctioned in the Budget of 1864-65.	Total sanction.	Remarks.
		Rs.		
Unclesir	Unclesir	5,000		Rs. 31,900 were provided in the Educational Budget for school-houses in 1864-65 at a rough valuation, but as it was found on the Executive Engineer's estimating for their construction according to Mr. Howard's plan that the amount provided for was far less than that estimated for, it was decided by the Local Funds Committee that 4 (out of 11) school-houses should only be built (viz. at Unclesir, Kuttargaum, Olpar, and Bulsar) at a total cost of Rs. 29,000. Contracts for these were given to a firm at Surat, and their construction was on the point of being started when Lieutenant Mant, the now Executive Engineer, suggested to the Committee the advisability of introducing simpler plans in lieu of those sent by Mr. Howard, as those proposed were more economical and convenient. The estimate for such buildings comes to Rs. 52 a boy, while that for Mr. Howard's comes to Rs. 69 a boy. The work will be commenced on the modified plans.
Ditto	Hansote	2,500		
Chowrasee	Kuttargaum	5,000		
Ditto	Tullungpore	2,000		
Mandvee	Mandvee	2,000		
Bardollee	Bardollee	2,500		
Ditto	Walore	2,500		
Soopa	Jullalpore	2,000		
Ditto	Khursar	900		
Chicklee	Chicklee	5,000		
Olpar	Olpar	2,500		
			31,900	
	Rupees	....	31,900	The cause of non-expenditure on the construction of schools during the last year is attributed to there being no professional agency under the President, the Executive Engineer having no time to undertake them. To obviate this, an Engineer of experience from the Public Works Department, paid out of Local Funds, should be appointed solely for the execution of Locul Fund works both at Surat and Broach, without which little, if any, hope exists for such works being carried on during the current year.
	Amount entered in Committee's Budget for 1865-66	....	29,131	
	Grand Total ....Rupees	....	61,031	

STATEMENT showing the Estimated Cost of building School-Houses in the Surat Collectorate.

	Mr. Woodhouse's Estimate according to Mr. Howard's Standard Plans for a Building of			Lieut. Mant's Estimate according to the Revised Plan for a Building of		
	Brick and Choonam Masonry.	Brick and Stone Masonry.	Brick and Mud Masonry	Brick and Choonam Masonry.	Brick and Stone Masonry.	Brick and Mud Masonry
	Rs.	Rs.	Rs.	Rs.		
School-house for 50 boys	3,439	3,144	2,967	2,639	Not estimated.	
Do. for 100 do.	6,627	6,041	5,686	4,911	Ditto.	ditto.
Do. for 150 do.	No Estimates have as yet been made for these.		....	6,405	Ditto.	ditto.
Do. for 200 do.			....	9,206	Ditto.	ditto.

5

KHANDEISH COLLECTORATE.

MEMORANDUM PREPARED FOR SUBMISSION AT THE PUBLIC WORKS CONFERENCE HELD IN AUGUST 1865.

By the Executive Engineer.

The only roads approaching completion are the following, and these are Imperial:—

1. The Bombay and Agra section, 105 miles.
2. Malligaum and Munmar Road, 21 miles.

All others are either in progress or are mere accidental cross-country tracks, some of which have been improved and patched up more or less.

As a rule the grants are insufficient, and this is a cause of waste and delay. An establishment which in twelve months can spend Rs. 50,000 could often with ease spend Rs. 1,00,000. The system of small grants thus prolongs work unnecessarily. Fresh superintendents come, and modification after modification is made, and it is impossible to bill for the work as originally estimated for.

The G. I. P. Railway now runs through the southern portion of Khandeish, and in a direction from south-west to north-east. Feeders are required to this.

At Munmar a road runs to the north to Malligaum, 21 miles in length. This is complete according to the terms of the original estimate. Owing to the heavy traffic coming on it soon after completion it requires extensive addition to banking and ballast, and a few drains require to have increased waterway given them. This road will be metalled in the rains of 1866 if a preliminary cast of moorum has prepared the surface.

On the other side a partially made road exists to Nuggur. At Nandgaum no road exists in Khandeish, though a feeder partially constructed exists to Aurungabad under the Executive Engineer, Aurungabad. The track to Malligaum is 20 miles long, and over passable ground in fair weather.

At Challisgaum a most useful Imperial road is in course of construction to Dhoolia, 33¼ miles. One is much required over the Gowtallah Ghaut to Aurungabad *viâ* Ellora. Plan and estimate has been submitted for a bridge across the Girna at Mehoonbarah. This, though costly, will be worth the outlay.

At Kujgaum no feeders exist, and none are for the moment required. At Pachora no feeders exist, though required right and left. To the right one has been surveyed and lined out for a length of 27 miles to Adjunta in the Nizam's territory.

At Mhyji a road has been made to the site of a large annual fair, and an extension set in hand to Parolah *viâ* Cassoda, 20 miles. None exists to the right or is required. At Mussawud a feeder has been commenced to Errundole to be continued to Dhoolia with branch to Dhurrungaum. The roads from

Dhoolia to Parolah,
Mussawud to Errundole,
Mhyji to Parolah,

have all been surveyed and estimated for and only await funds.

At Julgaum an accidental cross-country track, partially improved and bridged, exists. The traffic is very large.

At Bhosawul no feeders exist, and none are required for the present.

At Wurrungaum no feeders exist, though a branch is wanted to the town and one to Jamneir.

At Nargaum a road exists to Boorhanpoor, and one is much required to Bodwur, about 3 miles.

The following roads are also required :—

1st.—From Dhoolia to Surat, 80 miles. Of this 53 miles have been surveyed in detail and lined out, and the estimates are progressing towards completion. This section includes the Kondaeebaree Ghaut, which is practically complete, and is a continuation of the road previously mentioned from Dhoolia to Challisgaum.

2nd.—A great north and south line opening out the rich districts of Nundoorbar, Pimpulnair, and Baglan. This is a local road. For the present only the two latter have been considered, and the line will start from Dhywell, a point on the Dhoolia and Surat road. An easy extension northwards has been decided on *viâ* the Mookbaree, but not surveyed. Going south, after passing Pimpulnair, the Sailbaree pass is met with. This formidable obstacle is under course of removal, and if local funds continue available, may be opened for traffic on the 1st May 1866. Going still further south the road passes the Bhowarbaree. This is exactly in the direction required, and is considerably easier than any other ghaut in the vicinity. The line thence goes to Lasulgaum. Very careful and detailed survey has been made of this ghaut. Plans and estimates will be ready by October, and work can be set in hand as soon as funds are available. I consider these two ghauts, the Sailbaree and Bhowarbaree, as of primary importance, and I believe their construction will give an incredible impetus to traffic.

A great east and west road is also necessary running parallel to the Taptee, but I think its construction may be more safely postponed than that of the others just mentioned.

Police stations are required throughout the province, the accommodation at present afforded being insufficient. Standard designs have been approved, and it

only remains for the Police authorities to decide on the final modified strength of each post for definite measures to be taken.

Stations are required at—

Malligaum.
Amulneir.
Challisgaum.
Zykheira.
Abhona.
Sindkheira.
Tuloda.
Wurrungaum.

An abstract of requirements accompanies.

In concert with the local authorities, plans and estimates are being prepared for schools, dhurumsallas, market places, &c. and other useful objects on which to expend local funds.

Repairs.

I respectfully submit it as my opinion that the present system of repairs to buildings and roads is faulty, for the former estimates in great detail are made ten to fourteen months before execution; in some cases just after, in others just before repairs have been executed, and where sanction is given a percentage is cut off arbitrarily. It is difficult to understand how method and accuracy can thus be obtained, and would often see buildings excessively over or under estimated and rigid adherence to the letter of budget rules, either wastefully expending money or letting the building suffer. I would suggest that a detailed estimate of the number of tiles required, for instance, fourteen months later is scarcely necessary. Sanction should follow close on estimate, and greater latitude should be allowed to executive officers, for an arbitrary order will not remove the necessity for the repairs, and what is avoided this year will be done next on a larger scale. The treble delay and vexation caused by repairs in each stage of estimate, sanction, execution, and bill would scarcely be credited for roads similarly. The repairs estimated and executed have never borne the remotest relation to requirements. Custom has fixed upon certain mileage rates in each office as the most likely to be sanctioned. With it patches are improved. Whatever amount is finally decided on is then further reduced by a percentage. The result is roads never originally banked, ballasted, and bridged in a complete and scientific manner, remain in a most disgraceful state, and large sums are annually frittered away in maintenance.

Establishment.

I agree with most of what was said on this subject by Captain Wilkins at the Conference in August 1864. I think the European subordinates as a rule quite useless in the districts, and I disapprove of subjecting them to the hardships inseparable from a jungle life on small means. Many, if not indeed most, show no aptitude for public works. They are posted to offices quite ignorant of their

duties, and scarcely able to take care of themselves, and for years receive salaries higher than those of more intelligent natives, and pick up their knowledge as best they can, entirely at the cost of the State.

Specialities in each man should be encouraged, and universal knowledge not insisted on. Greater authority for punishment and reward might with advantage be accorded to executive officers over their establishment.

The Accountant's branch has been favourably noticed of late, but the new accounts require great rapidity and exactness. Any slight stoppage occasioned by sickness or otherwise throws the whole out of gear. An increase is greatly required in the correspondence branch. Work in both these may be said to have increased 100 per-cent within five years. The present agency for effecting payments is very faulty, and I am convinced some additions must be made in the shape of cashiers; for in Khandeish at least subordinates pay their own workpeople, and are frequently in charge of large sums of money.

Kutcherries are required at Patchora, Challisgaum, and Nargaum. For these standard plans are ready. At Shada a new kutcherry is required. The present building is entirely kutcha, and stands in need of additions and alterations. These I think very costly.

D. THOMSON, Captain, R.E.,
Executive Engineer, Khandeish.

STATEMENT

SHOWING

WORKS PERFORMED BY THE EXECUTIVE ENGINEER K. D. ON BUILDINGS AND ROADS SANCTIONED OUT OF IMPERIAL AND LOCAL FUNDS IN 1864-65.

STATEMENT showing Works performed by the Executive Engineer K. D. on Buildings expected to be done in 1865-66, *and what*

Names of Works.	Amount of Estimate.	Date of commencement.	Expenditure up to 30th April 1864.	1864-65.		
				Amount sanctioned.	Amount expended.	Balance.
IMPERIAL.	Rs.		Rs.	Rs.	Rs.	Rs.
Additions and alterations to Mamlutdar's kutcherry at Pimpulnair	3,035	....	....	....	....	..
Mahalcurry's kutcherry at Tulloda	13,887	....	....	....	....	..
Wall to a burial-ground at Bhosawul.....	5,733	1865 July.	....	....	....	..
Ditto ditto at Dhurrungaum ..	1,918	....	....	....	....	..
Lock-up and guard-room for Europeans at Bhosawul	3,055 3,890	1865 January.	1,499	3,055	1,499	1,556
Erecting sheds for the Commissariat Department at Nargaum	2,451	1865 May.	....	....	....	..
Bridges and road from Dhoolia to Challisgaum	4,66,259	1862 September.	88,179	1,20,000	1,19,667	333
Road over the Kondaibaree Ghaut	74,620	1854 November.	48,295	21,571	21,602	..
Improving the Khandeish portion of the Agra road	1,67,750	1863 October.	29,325	25,000 8,000	32,999	1
Metalling portion of the Agra road between Bhoreghur and Chandore	59,764	1862 November.	25,338	....	....	..
Road from the Railway station at Munmar to Malligaum	1,73,674	1861 October.	1,52,455	21,200	21,286	..
Metalling the Malligaum and Munmar road.	88,191	1864 February.	4,774	16,700	16,826	..
LOCAL.						
Road over the Sailbaree pass.....	90,140	1865 February.	....	10,000	10,013	..

and Roads sanctioned out of Imperial and Local Funds in 1864-65; *what done, or what is is proposed to be done in* 1866-67.

1865-66.					Grand Total expenditure.	Balance available from Estimate.	Probable expenditure in 1866-67.	Time of completion.	Remarks.
Amount sanctioned.	Amount expended up to 31st July 1865.	Probable expenditure from 1st August 1865 to 30th April 1866.	Total actual and probable expenditure.	Balance.					
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
3,035	..	3,035	3,035	..	3,035	....	....	....	
5,000	..	5,000	5,000	..	5,000	8,887	8,887	....	
5,733	572	5,161	5,733	..	5,733	....	....	1865 March.	
1,918	..	1,918	1,918	..	1,918	....	....	1865-66	
1,055 1,336	1,266	1,125	2,391	..	3,890	....	....	Ditto	
2,391									
2,451	2,306	145	2,451	..	2,451	....	....	Ditto	
1,00,000	36,680	63,320	1,00,000	..	3,07,846	1,58,413	1,58,413	1867 April.	Progressing vigorously. Any amount given can be well spent; the more the cheaper.
4,754	3,968	755	4,723	31	74,620	....	....	1865-66	
30,000	931	29,069	30,000	..	92,324	75,426	75,426	1866-67	
34,426	200	34,226	34,426	..	59,764	....	....	1865-66	
....	..	..	....	..	1,73,741	....	....	1864-65	Completed in 1864-65. Heavy additional outlay will be necessary in 1865-66 or 1866-67 Probable Rs. 30,000
50,000	3,262	46,738	50,000	..	71,600	16,591	16,591	1866-67	
28,000	13,849	14,151	28,000	..	38,013	52,127	52,127	1866-67	Intimation has been given to this Department that further funds to the extent altogether of Rs. 84,000 for 1865-66 will be available. Whatever is granted can be economically and profitably spent. The larger the grant the greater the saving.

D. THOMSON, Captain, R.E.,
Executive Engineer, Khandeish.

5 a

MEMORANDUM ON PLANTATIONS IN KHANDEISH.

In the monsoon of 1863 trees were planted on both sides of the Agra Road from the Rahsir Bari to Dhoolia, a distance of 43 miles. The planting and hedging of these trees cost about 1 anna 5 pies per tree, and the watering about 3 annas per tree per month, or Rs. 2-4 per annum. About one-sixth of the trees died in the first year, but these were replanted during the monsoon of 1864, and they are now flourishing. Besides the trees planted on the Agra Road, nurseries for young trees were planted at the head-quarters of 17 talookas. These now contain many thousand young trees. It is intended that the trees shall be retained in the nurseries for two seasons and then be transferred to the roadsides, or be given away to patels or others who will undertake to plant them. A malie and a bheestie were entertained for each nursery at a cost of Rs. 216 per annum. A large number of trees have been given away, and the whole of the road from Errundole to Mussawud Railway Station, a distance of 10 miles, and from Pachora and Challisgaum to Nimar Railway Station, has been planted from these nurseries.

In the Sowda and Ravere talookas 30,000 mango trees have been planted at no further cost to the State than a few pugris given to the patels, who took the greatest interest in planting. In the Lohara talooka the road from the Malinja Railway Station to Kerunj, where the Malinja fair is held, and from Pachora Station to the town has been planted with trees. In the Dhoolia talooka a cart-load of teak seed was sown on the hills around Lulling in the monsoon of 1863. These only appeared above the ground in the monsoon of 1864, and a large number of the young trees perished owing to the failure of the monsoon. About 300 of the young trees I transplanted on the banks of the river near Dhoolia. These are now flourishing.

A large quantity of teak seed has in the present monsoon been sown in six western talookas of Khandeish, but it will probably not germinate till the monsoon of 1866.

In the Dhoolia talooka a large quantity of the babul seed, procured from Sind, has been planted, but the seed appears to have been bad, for only a small proportion of it has germinated.

A large quantity of bamboo seed has been distributed and sown. Much of this has perished, but much remains and is flourishing.

L. R. ASHBURNER, Collector.

Poona, 5th September 1865.

STATEMENT showing finished and unfinished Works costing Rs. 1,000 and upwards out of the sanctioned Local Fund Budget for 1864-65.

Budget No.	Description.	Sanctioned amount.	Amount expended up to 30th April 1865.	Balance.	Amount required in 1865-66.	Amount required in 1866-67.	Savings effected from works being finished.	Remarks.
1	2	3	4	5	6	7	8	9
	Wells.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
22	At Nandra, near Railway Station of Myjee	1,500 0 0	1,252 14 2	247 1 10	247 1 10	....	....	
23	At Tokda, Talooka Malligaum	1,000 0 0	663 8 5	336 7 7	....	....	336 7 7	
24	At Aghar, Talooka Malligaum	900 0 0	769 15 9	130 0 3	....	....	130 0 3	
25	At Surayee, Talooka Pimpulnair	1,700 0 0	717 10 4	982 5 8	982 5 8	....	....	
26	At Bamnay, Talooka Veerdul	756 0 0	62 7 3	693 8 9	693 8 9	....	....	
27	At Dongergaum, Talooka Sooltanpoor	1,078 0 0	1,078 0 0	....	....	....	....	
28	At Nimbhoray, Talooka Sowda	1,000 0 0	708 0 0	292 0 0	....	....	292 0 0	
29	Between Borawal and Bamnode, Talooka Sowda	1,262 8 0	1,262 8 0	....	....	....	....	
	Total....	9,196 8 0	6,514 15 11	2,681 8 1	1,923 0 3	....	758 7 10	
	Metalled Roads.							
51	From Myjee to Nandra Railway Station	3,469 0 0	871 0 6	2,597 15 6	....	....	2,597 15 6	
52	From Wurrungaum to the Railway Station	3,056 0 0	2,463 0 8	592 15 4	2,392 15 4	....	....	
53	From Pachora to Railway Station	1,942 0 0	1,941 15 11	0 0 1	....	....	0 0 1	
	Total....	8,467 0 0	5,276 1 1	3,190 14 11	2,392 15 4	....	2,597 15 7	
	Unmetalled Roads.							
95	From Dhoolia to Dhurrungaum	15,000 0 0	15,000 0 0	....	....	10,000 0 0	....	
96	From Parolah to Myjee	4,900 0 0	4,900 0 0	....	....	....	....	
97	From Errundole to Mussawud	12,840 0 0	9,991 11 9	2,848 4 3	6,848 4 3	9,000 0 0	....	
98	From Purdharee Ghaut	1,000 0 0	835 14 9	164 1 3	....	1,000 0 0	164 1 3	
	Total....	33,740 0 0	30,727 10 6	3,012 5 6	6,848 4 3	20,000 0 0	164 1 3	

Budget No.	Description.	Sanctioned amount.	Amount expended up to 30th April 1865.	Balance.	Amount required in 1865-66.	Amount required in 1866-67.	Savings effected from works being finished.	Remarks.
1	2	3	4	5	6	7	8	9
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
101	Roadside trees on new roads	5,940 0 0	2,037 7 3	3,902 8 9	3,750 0 0	1,555 0 0	3,902 8 9	
	(Agra Road 45 miles, Errundole to Mussawud 12. Nurseries in 19 Talookas; 30,000 trees in Sowda and Chopra).							
	Bridges.							
111	On the Dhoolia and Lulling Road over Motee Nulla	1,000 0 0	691 14 9	308 1 3	308 1 3	....	....	
	Accommodation for Travellers, Dhurumsallas and Chowrees.							
117	Kusba Mussawud, Talooka Rohoray.....	2,000 0 0	2,000 0 0	....	....	....	....	
118	Between Borawal and Bamnode, Talooka Sowda.....	300 0 0	....	300 0 0	300 0 0	....	....	
119	At Julgaum, Talooka Nusseerabad	2,000 0 0	1,600 0 0	400 0 0	400 0 0 800 0 0	....	....	
120	At Surayee and Nowapoor, Talooka Pimpulnair	5,000 0 0	4,101 15 3	898 0 9	898 0 9	....	....	
	Total....	9,300 0 0	7,701 15 3	1,598 0 9	2,398 0 9	....	....	
	Other Items.							
	Establishment, Contingencies, and Dead Stock.....	8,520 0 0	9,379 12 10	5,140 3 2	....	....	5,140 3 2	
	Reserve Fund..	6,000 0 0						
	Grand Total....Rupees	82,163 8 0	62,329 13 7	19,833 10 5	17,620 5 10	21,555 0 0	12,563 4 7	

STATEMENT

SHOWING

FINISHED AND UNFINISHED WORKS BELOW Rs. 1,000 OUT OF THE SANCTIONED LOCAL FUNDS BUDGET FOR 1864-65.

STATEMENT showing finished and unfinished Works below Rs. 1,000 out of the sanctioned Local Funds Budget for 1864-65.

Budget No.	Description.	Sanctioned amount.	Amount expended up to 30th April 1865.	Balance.	Amount required in 1865-66.	Amount required in 1866-67.	Saving effected from works being finished.	Remarks.
1	2	3	4	5	6	7	8	9
	WELLS.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
	Talooka Dhoolia.							
30	Mouje Joneir	230 0 0	204 7 8	25 8 4	....	....	25 8 4	
	„ Shewdee	200 0 0	200 0 0	.....	....	....	.....	
	„ Tulwaday	135 0 0	17 8 10	117 7 2	....	....	117 7 2	
	„ Sudgaum	225 0 0	200 0 0	25 0 0	....	....	25 0 0	
	„ Lulling (4 works)	850 0 0	775 12 5	74 3 7	....	....	74 3 7	
	„ Arvee (2 works)	470 0 0	441 0 0	29 0 0	....	....	29 0 0	
	„ Boorjhur	500 0 0	435 13 5	64 2 7	....	....	64 2 7	
	„ Dangoornay	972 4 0	972 1 3	0 2 9	....	....	0 2 9	
	„ Chandgur	225 0 0	225 0 0	....	....	....	.....	
	„ Gondoor	162 8 0	74 14 0	87 10 0	....	....	87 10 0	
	„ Balapooree	60 0 0	58 0 0	2 0 0	....	....	2 0 0	
	„ Fognay	84 12 0	25 0 0	59 14 0	....	....	59 12 0	
	„ Nurwahal (2 works)	112 0 0	39 15 0	72 1 0	....	....	72 1 0	
	„ Duyanay	150 0 0	109 6 10	40 9 2	....	....	40 9 2	
	„ Beeladee	95 0 0	85 0 0	10 0 0	....	....	10 0 0	
	Kusba Dhoolia (3 works)	85 0 0	65 0 5	19 15 7	....	....	19 15 7	
	Mouje Nimdalay	99 0 0	46 2 0	52 14 0	....	....	52 14 0	
	„ Joowunay	32 0 0	.....	32 0 0	....	....	32 0 0	
	„ Nugaur	125 0 0	10 14 0	114 2 0	....	....	114 2 0	
	„ Anjual	25 0 0	.....	25 0 0	....	....	25 0 0	
	Total....	4,837 8 0	3,985 15 10	851 0 0	....	....	851 8 2	

Talooka Amulnair.																		
Mouje Takurkheday	600	0	0	329	6	7	270	9	5	270	9	5	....		....			
„ Abasun	400	0	0	226	15	7	173	0	5	173	0	5	....		....			
„ Khedee Khoord	331	0	0	331	0	0	....			....			....		....			
„ Kulmudoo	230	0	0	230	0	0	....			....			....		....			
„ Seersole Khoord	75	0	0	75	0	0	....			....			....		....			
„ Jarood	150	0	0	90	0	0	60	0	0	....			....		60	0	0	
„ Lonay Boozoorg	400	0	0	399	8	9	0	7	3	....			....		0	7	3	
„ Dangray Boozoorg	150	0	0	150	0	0	....			....			....		....			
„ Malmchay	100	8	0	8	4	5	92	3	7	92	3	7	....		....			
„ Duswel	366	0	0	360	0	0	6	0	0	....			....		6	0	0	
„ Warood	253	12	0	253	7	10	0	4	2	....			....		0	4	2	
Total....	3,056	4	0	2,453	11	2	602	8	10	535	13	5	....		66	11	5	
Talooka Errundole.																		
Kusba Dhurrungaum	397	0	0	247	0	0	150	0	0	150	0	0	....		....			
Mouje Pimpulay Boozoorg	175	0	0	175	0	0	....			....			....		....			
„ Pustanay do.	77	8	0	44	0	0	33	8	0	....			....		33	8	0	
„ Do. Khoord	174	0	0	174	0	0	....			....			....		....			
„ Bablay Boozoorg	50	0	0	50	0	0	....			....			75	0	0	....		
„ Taday	275	0	0	250	0	0	25	0	0	25	0	0	....		....			
„ Wunkotay	102	0	0	102	0	0	....			....			....		....			
„ Babhlay Nag	100	0	0	50	0	0	50	0	0	....			....		50	0	0	
„ Wurad, Pergunna Errundole	51	4	0	51	4	0	....			....			....		....			
„ Do. do. Chandsur	85	0	0	85	0	0	....			....			....		....			
„ Pimpree	120	0	0	120	0	0	....			....			....		....			
„ Pontanay	300	0	0	300	0	0	....			....			20	0	0	....		
„ Puthrad Boozoorg	378	0	0	171	0	0	207	0	0	207	0	0	....		....			
„ Vikhurun	220	0	0	220	0	0	....			....			....		....			
„ Patonday	25	0	0	....			25	0	0	....			....		25	0	0	
Total....	2,529	12	0	2,039	4	0	490	8	0	382	0	0	95	0	0	108	0	0
Talooka Bhurgaum.																		
Between Bhurgaum and Wulwadee	900	0	0	800	0	0	100	0	0	....			....		100	0	0	
Mouje Wulwadee Khoord	150	0	0	50	0	0	100	0	0	....			....		100	0	0	
Total....	1,050	0	0	850	0	0	200	0	0	....			....		200	0	0	

Budget No.	Description.	Sanctioned amount.	Amount expended up to 30th April 1865.	Balance.	Amount required in 1865-66.	Amount required in 1866-67.	Saving effected from works being finished.	Remarks.
1	2	3	4	5	6	7	8	9
	Talooka Challisgaum.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
	Mouje Sakaygaum	650 0 0	394 13 8	255 2 4	255 2 4	....	....	
	„ Billa Kheday	100 0 0	....	100 0 0	....	....	100 0 0	
	„ Wudalay Wudolee	125 0 0	125 0 0	....	....	....	....	
	Total....	875 0 0	519 13 8	355 2 4	255 2 4	....	100 0 0	
	Talooka Malligaum.							
	Mouje Dhuned	600 0 0	506 1 3	93 14 9	....	....	93 14 9	
	„ Mumdapoorpada	775 0 0	387 0 0	388 0 0	388 0 0	....	....	
	„ Mohopada	400 0 0	363 1 8	36 14 4	....	....	36 14 4	
	„ Koombharday	500 0 0	346 9 11	153 6 1	....	....	153 6 1	
	„ Hutanay	598 4 0	597 1 5	1 2 7	....	....	1 2 7	
	„ Nimshewdee	400 0 0	263 3 5	136 12 7	....	....	136 12 7	
	Total....	3,273 4 0	2,463 1 8	810 2 4	388 0 0	....	422 2 4	
	Talooka Pimpulnair.							
	Mouje Dangserwaday	355 12 0	250 0 0	105 12 0	105 12 0	....	....	
	„ Chinchpada	100 0 0	100 0 0	....	....	100 0 0	....	
	„ Mulgaum	450 0 0	101 5 10	348 10 2	348 10 2	....	....	
	„ Rykote	200 0 0	200 0 0	....	....	....	....	
	„ Paforay	300 0 0	300 0 0	....	....	....	....	
	„ Juhusalay	300 0 0	300 0 0	....	....	....	....	
	„ Meerkote	400 0 0	34 10 10	365 5 2	....	....	365 5 2	
	„ Palkheday	700 0 0	500 0 0	200 0 0	200 0 0	....	....	
	„ Mundanay	100 0 0	88 10 5	11 5 7	....	....	11 5 7	
	„ Nowapoor	200 0 0	151 12 2	48 3 10	48 3 10	....	....	
	Total....	3,105 12 0	2,026 7 3	1,079 4 9	702 10 0	100 0 0	376 10 9	

Talooka Nundoorbar.						
Mouje Runjalay	455 0 0	455 0 0	....	....	....	....
„ Kolepay	288 0 0	288 0 0	....	....	....	....
„ Wagholay	433 4 0	333 4 0	100 0 0	....	....	100 0 0
„ Duheedoolay Boozoorg	107 8 0	107 7 0	0 1 0	....	....	0 1 0
„ Khodanulce	364 0 0	267 0 0	97 0 0	97 0 0	....	....
„ Lonekheday	195 8 0	126 2 0	69 6 0	300 0 0	....	69 6 0
Total....	1,843 4 0	1,576 13 0	266 7 0	397 0 0	....	169 7 0
Talooka Veerdul.						
Mouje Daygaum	275 0 0	175 0 0	100 0 0	....	....	100 0 0
„ Singur oorf Sutaray	150 0 0	125 0 0	25 0 0	....	....	25 0 0
„ Dhuranay	372 0 0	349 12 0	22 4 0	....	....	22 4 0
„ Aujun Vehery	137 0 0	117 7 3	19 8 9	....	....	19 8 9
„ Ramee	259 8 0	259 8 0	....	....	....	....
„ Kampoor	250 0 0	....	250 0 0	250 0 0	....	....
Total....	1,443 8 0	1,026 11 3	416 12 9	250 0 0	....	166 12 9
Talooka Sultanpoor.						
Mouje Pimpurday	593 0 0	593 0 0	....	....	....	....
„ Sawkheday	401 4 0	201 4 0	200 0 0	200 0 0	....	....
„ Kotar	400 0 0	400 0 0	....	....	....	....
Total....	1,394 4 0	1,194 4 0	200 0 0	200 0 0	....	....
Talooka Thalnair.						
Mouje Amoday	755 0 0	755 0 0	....	....	5 0 0	....
„ Kurwund	200 0 0	24 2 0	175 14 0	175 14 0	....	....
Total....	955 0 0	779 2 0	175 14 0	175 14 0	5 0 0	....
Talooka Sowdu.						
Mouje Pimprala	610 0 0	400 0 0	210 0 0	....	....	210 0 0
„ Pulsaday Boozoorg	610 0 0	275 0 0	335 0 0	....	....	335 0 0
„ Seerawalee Khoord	280 0 0	100 0 0	180 0 0	....	....	180 0 0
„ Pulsaday Khoord	305 0 0	250 0 0	55 0 0	....	....	25 0 0
Total....	1,805 0 0	1,025 0 0	780 0 0	....	....	780 0 0

Budget No.	Description.	Sanctioned amount.	Amount expended up to 30th April 1865.	Balance.	Amount required in 1865-66.	Amount required in 1866-1867.	Saving effected from works being finished.	Remarks.
1	2	3	4	5	6	7	8	9
	Talooka Ravere.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs a. p.	Rs. a. p.	Rs. a. p.	
	Mouje Khirwaday	667 0 0	666 14 0	0 2 0	0 2 0	....	....	
	„ Moungulwadee	622 0 0	622 0 0	....	....	....	....	
	„ Gaoolkeday	224 0 0	219 10 11	4 5 1	....	....	4 5 1	
	Total....	1,513 0 0	1,508 8 11	4 7 1	0 2 0	....	4 5 1	
	Talooka Nusseerabad.							
	Between Soojund and Asoday	254 0 0	242 0 0	12 0 0	....	....	12 0 0	
	Mouje Julgaum Boozoorg	500 0 0	500 0 0	....	....	....	....	
	Total....	754 0 0	742 0 0	12 0 0	....	....	12 0 0	
	Talooka Jamnair.							
	Mouje Waghadee	796 0 0	724 6 3	71 9 9	71 9 9	....	....	
	„ Maldabhadee	246 8 0	245 7 9	1 0 3	....	....	1 0 3	
	„ Bodwud (2 works)	1,373 0 0	728 7 11	644 8 1	642 3 7	....	2 4 6	
	Total....	2,415 8 0	1,698 5 11	717 2 1	713 13 4	....	3 4 9	
	Talooka Wurrungaum.							
	Mouje Khundalay	284 0 0	281 0 0	....	....	....	....	
	„ Velhalay	142 0 0	142 0 0	....	....	....	....	
	„ Khedkay	250 0 0	96 12 0	153 4 0	....	....	153 4 0	

„ Wurtalay	200	0	0	200	0	0	....			....			....			
„ Wurad Boozoorg	400	0	0	390	0	0	10	0	0	....			....		10	0	0
„ Soorwaday do.	400	0	0	400	0	0	....			....			....		....		
„ Oomeray	350	0	0	350	0	0	....			....			....		....		
„ Kunnallay Boozoorg	195	0	0	74	0	0	121	0	0	....			....		121	0	0
„ Poornadee	204	0	0	203	14	0	0	2	0	....			....		0	2	0
„ Bhandgooray	300	0	0	282	9	0	17	7	0	....			....		17	7	0
„ Rookhatee	300	0	0	300	0	0	....			....			....		....		
„ Rajoor	350	0	0	350	0	0	....			....			....		....		
„ Dhoolay	300	0	0	300	0	0	....			....			....		....		
„ Aunjungaum	110	0	0	110	0	0	....			....			....		....		
Total....	3,785	0	0	3,483	8	0	301	13	0	....			....		301	13	0
Talooka Chopra.																	
Mouje Wadoo	200	0	0	200	0	0	....			....			....		....		
Total Wells....	34,836	0	0	27,572	5	8	7,263	10	4	4,000	7	1	200	0	0	3,563	3	3
Small Bridges over Watercourses.																	
Talooka Dhoolia	550	0	0	480	1	0	69	15	0	....			....			69	15	0
„ Amulnair	200	0	0	125	12	4	74	3	8	74	3	8	....			....		
„ Errundole	38	12	11	35	0	0	3	12	11	....			....			3	12	11
„ Challisgaum	47	8	4	47	8	4	....			....			....			....		
„ Baglan	3,000	0	0	2,128	5	3	871	10	9	....			....			871	10	9
„ Pimpulnair	260	0	0	252	13	5	0	2	7	....			....			7	2	7
„ Sooltanpoor	200	0	0	194	14	0	5	2	0	....			....			5	2	0
„ Nusseerabad	200	0	0	176	9	0	23	7	0	....			....			23	7	0
„ Jamnair	203	10	9	68	8	0	135	2	9	....			....			135	2	9
„ Malligaum	300	0	0	300	0	0	....			....			....			....		
Total....	5,000	0	0	3,809	7	4	1,190	8	8	74	3	8	....			1,116	5	0
Accommodation for Travellers, Dhurumsallas and Chowrees.																	
Lulling, Talooka Dhoolia	200	0	0	8	8	0	191	8	0	....			....			191	8	0
Mouje Nandooree, Talooka Baglan	300	0	0	134	7	2	165	8	10	165	8	10	....			....		
„ Nowapoor, Talooka Pimpulnair	239	0	0	239	0	0	....			....			275	0	0	....		
Total....	739	0	0	381	15	2	357	0	10	165	8	10	275	0	0	191	8	0

Budget No.	Description.	Sanctioned amount.	Amount expended up to 30th April 1865.	Balance.	Amount required in 1865-66.	Amount required in 1866-67.	Saving effected from works being finished.	Remarks
1	2	3	4	5	6	7	8	9
	Repairs to the above.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
	Malligaum	110 0 0	....	110 0 0	....	....	110 0 0	
	Arvee	93 0 0	65 0 0	28 0 0	28 0 0	....	....	
	Julgaum	5 0 0	....	5 0 0	....	....	5 0 0	
	Jhorga	13 0 0	....	13 0 0	....	....	13 0 0	
	Dhoolia	102 0 0	75 0 0	27 0 0	27 0 0	....	....	
	Total....	323 0 0	140 0 0	183 0 0	55 0 0	....	128 0 0	
	Grand Total....	40,898 0 0	31,903 12 2	8,994 3 10	4,295 3 7	475 0 0	4,999 0 3	
	Works performed by the Executive Engineer.							
100	Surveying roads	200 0 0	....	....	....	....	....	
113	Pay of the Boat Establishment	2,444 0 0	....	....	....	....	....	
	Current repairs	4,149 0 0	....	....	....	....	....	
	Special repairs	1,550 0 0	....	....	....	....	....	
	Contingencies—Pay of the men in charge Travellers' Bungalows and Dhurumsallas	1,880 0 0	....	....	....	....	....	
	Total....	12,023 0 0	....	....	....	....	....	

6

TANNA COLLECTORATE.

MEMORANDUM ON THE PUBLIC WORKS IN THE TANNA COLLECTORATE.

Joint Memoranda by Executive Engineer and Collector.

The total length of existing roads is 280 miles, of the following description, viz :—

	Miles.
Metalled and bridged	117
Metalled and unbridged	22
Moorum and bridged	28
Ditto partly bridged	76
Ditto unbridged	37

In addition to these there were 107 miles under construction during the past official year.

Attached to this Memorandum are a series of Appendices showing the Railway and Roads we have, and those we require to complete the system of communications in the Tanna districts.

Appendix **A** shows the railways.
Ditto **B** provincial and main lines of road.
Ditto **C** branch or local lines.

These roads have been classed according to their importance. Railroads and main trunk lines have been first enumerated, then local and branch lines arranged with reference to them.

All available information has been supplied showing the length and description of each road; its state of repair; its income and statistics of traffic; in charge of what department, &c.

A map has also been attached showing all roads, existing and proposed.

The total amount expended last year from all sources was Rs. 6,46,200,* of which by far the greater portion was derived from Local Funds (*i. e.* Local Fund balances), Bombay 1 per-cent Income Tax, and our own Districts Local Funds, the Imperial Budget only providing Rs. 37,000 for new works.

* Of this, Rs. 9,100 have since been returned as unexpended balance by non-departmental officers.

In our Memorandum last year we had no allotment from the Konkun Local Funds to provide for, but during the year just past we have expended Rs. 34,018 from this source, a large proportion of which has been expended on remunerative

works of a substantial nature, such as roads and bridges. Our income from tolls has increased slightly, but we look for a large augmentation from this source, as our roads, so many of which are in progress though so few are finished, are opened to traffic and tolls fixed. In some parts of the collectorate, where the road system is gradually being developed, a marked difference is taking place in the nature of the carriage used, and carts are taking the place of the expensive and wretched system of pack-bullocks.

The tolls on many of the roads now nearly ready to open to the public will, we feel convinced, more than cover the repairs to the roads, and enable us to improve and still further open out the country in their immediate vicinity.

We last year represented the advantage that would accrue to the Local Fund revenue if the 1 anna cess was made by law universal; this we would again draw attention to as our richest talooka pays nothing on this account.

The great want of feeders to the railways, especially the Bombay, Baroda, and Central India, has frequently been commented on, and it will be seen from the following statement of works in hand that the subject has met with the fullest consideration on the part of the Tanna Local Fund Committee.

The peculiar nature of the country through which the Bombay, Baroda, and Central India Railway runs makes the work of supplying these feeders one of no ordinary difficulty and expense, and though we have done the utmost that the funds at our command will allow, much remains to be done, and it will be many years before wheel conveyance of any description will be able to travel to some of the stations, and some of the large towns in the districts must be cut off from the benefits of the railways unless Government can assist the Local Funds in this very desirable work.

The neglected state of the Moorbaur district was brought to notice last Public Works Conference, and we are happy to say that though at that time we were not in a position to allot any funds for the construction of the Titwalla and Moorbaur Road, a sum of Rs. 20,000 has been entered in our Budget for the present official year, and will, we hope, be duly expended.

The call on Government which we made in our Memorandum last Conference, for the construction of roads in the Colaba Sub-Collectorate, has, we rejoice to state, been most liberally responded to, and we trust that our Local Funds Budget for 1865-66, which we have not yet received, will contain a further grant from the same 1 per-cent Bombay Income Tax as applied for in our Local Fund Budget statement.

The Imperial Budget 1865-66, which we have received, supplies funds for the construction of several Mamlutdars' kutcherries and Police stations, which have long been required in these districts, and which we hope soon to see completed and in use.

The annexed Statement D shows all the expenditure past (1864-65), present (1865-66), and anticipated (1866-67) in a tabular form from which any item can be seen at a glance.

A.

IMPERIAL LINES.

Railways.

I. 115 Miles. 1. Great Indian Peninsula Railway, North-Eastern Line Thull Ghaut.
II. 115 Miles. 2. Ditto ditto South-Eastern Line Bhore Ghaut.
III. 3. Bombay, Baroda, and Central India Railway.
IV. 4. Proposed Line from Kurjut to Hog Island.
V. 5. Proposed Line from Hog Island south *viâ* Mhar to the Southern Konkun and Carwar.

B.

PROVINCIAL.

VI. Oolwa *viâ* Panwell and Chowk to Khandalla.—Bridged; metalled from Panwell to Campoolee; distance 24 miles. Oolwa to Panwell 6 miles. Moorum; bridged. Insufficient repair. P. W. D. Traffic: carts 151; cattle 136 per diem. Tolls Rs. 33,313; ferries Rs. 2,800. No alterations required.

VII. Oorun to Panwell.—Under construction as moorum road. Length 12 miles, including one iron bridge and an embanked causeway at Belpara. Very important for salt traffic. Statistics not known, there being no road. P. W. D. No part complete; well advanced. Local Fund Balances Budget. Income none as yet.

Sub-Collectorate.

VIII. Alibaug *viâ* Poinar, Dhurrumtur, Penn, and Chowk to Kurjut (G. I. P. R.)—Under construction as moorum; bridged throughout, excepting the Nagotna creek at Dhurrumtur. Carts 130; cattle 800 per diem. Salt and grain traffic. P. W. D. Partly constructed out of Imperial and partly out of Local Fund balances. Total length 47¼ miles.

Work done during past season.

7 miles embanked at Penn.
2 miles completed and 5 miles embanked between Poinar and Alibaug.
5¾ miles completed between Chowk and Kurjut.
Income Rs 15,682. Toll at Penn and on Chowk and Kurjut road.

IX. Mahableshwur Road. Kineshwur to Nagotna (sub-collectorate).—Length 63½ miles. Moorum road; unbridged; no drains; requires bridging. P. W. D. Insufficient repair. Old road. Traffic: carts 50; cattle 316. Income Rs. 1,578 for three months. Proposed expenditure on repairs Rs. 4,894. Estimate for bridging will be taken in hand as soon as possible, and allotment asked for when ready.

X. Bombay and Agra Road—

Length 47 miles, metalled and bridged.
21 miles metalled but not bridged.

68 miles.

Sion to Colsette.—Repairs insufficient; remaining portion of metalled road; repairs sufficient. Imperial old road. P. W. D. Traffic: carts 678; cattle 498. Income: tolls Rs. 48,249; ferries Rs. 4,700—total Rs. 52,949.

XI. Hursole *viâ* Soola Ghaut, Tolasree Gumsbergud, and Komad to Dhanoo, to connect the Nassick districts with the Bombay, Baroda, and Central India Railway Station at Mullianee.—At present merely a proposal, and possibly requiring alteration, and improving if terms can be made regarding the Jowar territory. No statistics.

XII. Mhar to Wurranda Ghaut (portion of Sattara road). Sub-Collectorate. Under P. W. D. Sattara Collectorate.—Under construction. Progress unknown. Traffic: carts 22; cattle 440. Income Rs.

C.

BRANCH OR LOCAL LINES.

I.—G. I. P. Railway, N. E.

1. Andharee to Coorla.—Nothing proposed at present. Existing road circuitous. Length 6¾ miles. Repair good. P. W. D. Bridged and metalled Three miles of this is through the Poway estate; almost a private road.

2. Trombay *viâ* Chemboor to Coorla.—Length 8 miles. Repair insufficient. Bridged and metalled. P. W. D. Traffic: carts 105. Toll bar at Sion. Income Rs. 18,425, but the proportion due to this road unknown.

3. Wawla to Tanna.—Length 3¾ miles. Moorum and bridged. Constructed out of Local Fund balances. Traffic unknown. No tolls. P. W. D. Completed last year.

4. Panwell and Persick Road *viâ* Dysur.—Length 19 miles. Moorum and bridged road under construction. Six miles completed; four miles nearly so. Local. Fund balances. P. W. D. Tolls none. Statistics: carts 4.

5. Dhysur to Cullian Railway Station.—Nothing ready. No Income. Traffic: carts 58; cattle 35.

6. (*a*) Bhewndy to Cullian Railway Station.—Length 7½ miles. Part through Cullian metalled; rest moorum. The whole bridged and drained. Under construction. The whole nearly completed last year. P. W. D. Traffic: carts 70; cattle 40. Income: ferry Rs. 4,425.

(*b*) Wuzrabaie to Bhewndy *viâ* Doogód.

(*c*) Warra *viâ* Koodoos to Doogad.—Nothing done about these. To be constructed out of Local Funds.

7. Palukneh to Agra and Bombay Road, at Pudgha for Wassind Railway Station.—Nothing done yet.

8. Moorbaur to Titwalla Railway Station, with branch to Cullian Railway Station.—Length 25 miles. Moorum and bridged. P. W. D. Traffic: carts 21; cattle 1,214. Income none. Plans and estimates ready. Not commenced, but sanctioned at Congress of 1863-64 for Rs. 50,000 out of Local Fund Budget. Allotment recalled. Urgently required. Amount now allotted Rs. 20,000.

9. Warra *viâ* Argaye to Shapoor Railway Station.—Nothing done or proposed for the present.

II.—G. I. P. Railway S. E.

10. Koosoor Ghaut to Narel Railway Station.—Length 12 miles. The line cleared for cattle over the Ghaut. Traffic: carts with cattle 60. Income Rs. 329.

III.—B. B. and C. I. Railway.

11. (*a*) Bassein to Manickpoor Railway Station.—Length 6¼ miles. Metalled and bridged. Under construction. P. W. D. Masonry and embankments completed during last season. No statistics or revenue.

(*b*) Manickpoor Railway Station to the Tansa River.—Nothing done or proposed this year.

12. Agashe *viâ* Bolinge Bridge to Veraur Railway Station.—Length 3½ miles. Metalled and bridged. Plans and estimates ready. Work commenced last year. Rs. 2,794 expended.

Present state of the work.

1 mile embanked; 1 bridge completed, with the exception of wing-walls and railing, and 2 barrel-drains completed.

13. (*a*) Mahim to Nowlee Railway Station.—Length 5 miles. Plans and estimates ready. Metalled and bridged. P. W. D. Not yet commenced. Rs. 10,000 entered in Local Fund Budget for this year.

(*b*) Munnoor *viâ* Dasgaum to Nowlee Railway Station.—Nothing done or proposed for the present.

14. Road from Sunjan. Dhurumsalla to Railway Station.—Length 2 miles.

15. Road from Sunjan Town to the Bunder.—Metalled. Under construction. Local Fund Committee.

16 (*a*) Boisur Railway Station to Chinchnee and Tarrapoor.—Nothing prepared.

(*b*) Boisur Railway Station to Mahaluxumee *viâ* Mahagaum.—Not proposed to be undertaken immediately.

IV. and V.

No branch lines proposed till line of Railway is marked out.

VII.—Oorun to Panwell.

17. Currunja to Oorun and Moria.—Length 5 miles. Moorum and bridged. Old road. P. W. D. Traffic unknown. Income none.

VIII.—Alibaug to Kurjut.

18. Rewdunda to Alibaug.—Length 8 miles. Mere clearance. Rupees 6,000 were allotted in 1864-65 out of Local Fund Budget. No traffic, statistics, or income. No expenditure last year. Will be taken in hand this year if plans can be prepared in time.

19. Nagotna to Dhurrumtur.—Length 13½ miles. Continuation of Kineshwur and Nagotna Road. Plans and estimates ready. Proposed in connection with Dhurrumtur and Bombay steam-ferry. Work in hand last year. Amount expended Rs. 47,394. No statistics known. Income none. P. W. D. Present state of work: 12½ miles embanked from Dhurrumtur towards Nagotna.

20. Wausee to Penn Road.—Length 4 miles. Bridged and moorum. Existing road complete. Repairs sufficient. P. W. D. No tolls. Statistics not known. Salt and grain road. Toll bar on the Penn Road, but proportion due to this branch unknown.

IX.—Kineshwur to Nagotna.

21. Roha-ashtamee to Nagotna.—Length 8 miles. Nothing done or proposed at present.

22. Tulleh to Indapoor.—Length 6 miles. Nothing done or proposed at present.

23. Nizampoor to Khandar.—Length 6 miles. A mere clearance. No bridge. R. D. Repair insufficient. Statistics: carts 7; cattle 78. Income none.

24. Roha to Ambawadee.—Length 7¼ miles. Moorum and partly bridged. Repairs sufficient. P. W. D. Traffic: carts 42; cattle 156. Existing road no alterations proposed.

25. Purmachee Road from Wurranda.—Traffic: cattle unknown.

Other Lines.

26. (*a*) Alibaug to Rewus.—Length 15 miles. Plans and estimate ready and work in hand. P. W. D. Great importance in connection with the steam-ferry to Bombay. Traffic: carts 107; cattle 83. Income none. Proposed moorum road bridged throughout.

Present state of work.

6½ miles embanked from Rewus towards Alibaug.

(*b*) Branch to Mandwa ½ mile. Plans and estimate ready and work in hand. P. W. D. Great importance in connection with the steam-ferry to Bombay. Traffic and income none.

State of progress.

Embanked throughout.

27. Bombay to Ghorebunder.—Length 21 miles. Metalled and bridged

throughout. P. W. D. Insufficient repairs. Traffic: carts 500. Income: tolls Rs. 22,645 + ferry Rs. 750 = Rs. 23,395.

BUNDERS.

Kurrunja, first point of call of Bombay and Dhurrumtur steam-ferry. Work about one-third part finished; given in contract. Expended Rs. 42,347. To be completed within 30th April 1867.

Rewus Pier, the second calling station of above ferry.—Very important. Earthwork and masonry in hand. Woodwork suspended at present pending orders regarding piles. Expenditure Rs. 16,519. Will probably be completed in November 1866.

E. P. DOWN, Acting Collector.

W. M. DUCAT, Lieut., R.E.,
Executive Engineer Northern Konkun.

D.

STATEMENT containing information required at the Public

Nature and Locality of Works.	1864-65. Allotment for 1864-65.	Expended during 1864-65.	Balance on 1st May 1865.	Remarks.	Amount of Estimate.	Expended up to 30th April 1865.
IMPERIAL.	Rs.	Rs.	Rs.		Rs.	Rs.
Completing the Church at Matheran..	....	2,835	....	In progress	26,454	24,599
Public buildings at Matheran	....	4,007	....	Ditto	12,218	11,431
Buildings for the salt establishment at Rymoordhey	10,058	8,024	2,034	Ditto	12,558	10,486
Custom-house at Kurunja	1,999	1,238	761	Ditto	1,999	1,238
Custom-house at Alibaug	2,760	1,957	803	Ditto	2,760	1,957
Post office at Rotundee.....	1,210	821	389	Ditto	1,210	825
Post office at Kurjut	....	5,597	....	Completed	....	....
Quarters for sick officers at Matheran.	10,434	9,176	1,258	Unfinished. Sold to the Education Society..	21,653	22,177+
Police station at Manickpoor	2,735	810	1,925	In progress	2,735	810
Police station at Nowlee	2,735	811	1,924	Ditto	2,735	811
Police station at Verar	1,747	208	1,539	Ditto	1,747	208
Police station at Boysur	2,735	630	2,105	Ditto	2,735	630
Road from Dhurrumtur to Kurjut....	25,000	25,000	....	Ditto	unknown	1,05,671
Bridge over the Vyturna River	336	193	143	Completed	....	....
Wooden bridge at Wasee	....	834	....	Ditto	..	....
Special repairs to bridge No. 8 on Panwell road	3,191	846	2,345	Ditto	....	....
Thorough repairs to the Mahim breakwater	7,841	7,100	741	Ditto	....	....
Mamlutdar's kutcherry at Mahim....	....	....	....	Budgetted in 1865-66....	14,847	....
Mamlutdar's kutcherry at Panwell ..	....	....	....	Ditto	14,847	....
Mamlutdar's kutcherry at Bassein ..	....	....	....	Ditto	14,847	....
Mamlutdar's kutcherry at Kurjut....	....	....	....	Ditto	15,000	....
Police station at Mullianee	....	....	....	Ditto	2,735	....
Police station at Sunjan.....	....	....	....	Ditto	2,735	....
Police station at Chowk.....	....	....	....	Ditto	5,868	....
Police station at Beerwaree	....	....	....	Ditto	4,612	....
Police station at Campoolee	....	....	....	Ditto	5,868	....
Police station at Poladpoor	....	....	....	Ditto	4,612	....
Police station at Kenowlee	....	....	....	Ditto	5,868	....
Police station at Oorun	....	....	....	Ditto	5,868	....
Police station at Warra	....	....	....	Ditto	5,868	....
Police station at Wassind	....	....	....	Ditto	3,627	....
Repairs (current and special) (estimate Rs. 1,77,149)	1,32,757	1,17,188	15,569	Completed	..	....
Establishment.....	unknown	41,992	unknown	.....	....	....
	2,05,538	2,29,267	31,536			
Expenditure by the Collector of Tanna out of Imperial Fund	unknown	17,646	unknown			

1865-66.					1866-67.			
Allotment for 1865-66.	Probable expenditure during 1865-66.*	Further amounts required for completing the Works.	Probable date of completion, or the number of years over which the expenditure will spread.	Remarks.	Amount of Estimate.	Probable expenditure up to 30th April 1866.	Probable amounts required for 1866-67.	Remarks.
Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1,855*	1,855	....	Nov. 1865.	* These works were in progress on 1st May 1865.	....	....	....	
871*	871	....	June 1865.		....	....	....	
2,072*	2,072	....	Nov. 1865.		....	....	....	
761*	761	....	April 1866.		....	....	....	
803*	803	....	Dec. 1865.		....	....	....	
736*	736	....	June 1865.		....	....	....	
....	....	....	....		....	....	....	
....	....	....	Dec. 1865.		....	....	....	† A further sum of Rs. 6,000 will be required to complete this work.
1,925*	1,925	....	April 1866.		....	....	....	
1,924*	1,924	....	Ditto ..		....	....	....	
1,540*	1,540	....	Ditto ..		....	....	....	
2,105*	2,105	....	Ditto ..		....	....	....	
75,000	75,000	unknown	1870.	.....	unknown.	1,80,671	75,000	
....	....	....	....	.....	....	....	....	
....	....	....	....	.....	....	....	....	
....	....	....	....	.....	....	....	....	
....	....	....	....	.....	....	....	....	
14,847	13,000	1,847	June 1866.	.....	14,847	13,000	1,847	
14,847	13,000	1,847	Ditto ..	.....	14,847	13,000	1,847	
14,847	13,000	1,847	Ditto ..	.....	14,847	13,000	1,847	
15,000	13,000	2,000	Ditto ..	.....	15,000	13,000	2,000	
2,735	2,735	....	April 1866.	.....	....	....	....	
2,735	2,735	....	Ditto ..	.....	....	....	....	
5,868	5,868	....	Ditto ..	.....	....	....	....	
4,612	4,612	....	Ditto ..	.....	....	....	....	
5,868	5,868	....	Ditto ..	.....	....	....	....	
4,612	4,612	....	Ditto ..	.....	....	....	....	
5,868	5,868	....	Ditto ..	.....	....	....	....	
5,868	5,868	....	Ditto ..	.....	....	....	....	
5,868	4,000	1,868	June 1866.	.....	5,868	4,000	1,868	
3,627	3,627	....	April 1866.	.....	....	....	....	
1,17,868	1,17,868	....	Ditto ..	.....	....	....	1,60,000	
unknown	50,000	....	....	.....	....	....	60,000	
	3,55,253						3,04,409	
	18,312							

* Including Balances.

Nature and Locality of Works.	1864-65. Allotment for 1864-65.	Expended during 1864-65.	Balance on 1st May 1865.	Remarks.	Amount of Estimate.	Expended up to 30th April 1865.
LOCAL.	Rs.	Rs.	Rs.		Rs.	Rs.
Local Fund Balances.						
Metalling the road from Kalhair to Wassind	49,426	45,453	3,973	In progress	99,949	95,976
Road from Bassein to Manickpoor	41,133	18,943	22,190	Ditto	68,067	45,878
Four roads through the town of Cullian	6,365	5,216	1,149	Ditto	14,286	13,138
Road from Persick to Panwell	50,000	27,589	22,411	Ditto	....	47,865
Road from Alibaug to Poinar	50,000	42,310	7,690	Ditto	1,90,454	50,020
Road from Chowk to Kurjut railway station	24,668	13,094	11,574	Ditto	76,013	64,439
Road from Oorun to Panwell	48,582	45,359	3,223	Ditto	1,51,284	90,750
Road from Cullian to Bhewndy	14,883	9,070	5,813	Ditto	32,223	27,660
Road from Capoor Veer to Wawla	1,788	1,727	61	Completed	....	....
Iron bridge on the road from Oorun to Belpara	4,245	2,116	2,129	Abandoned, and an earthen embankment substituted.	6,326	....
Bombay 1 per-cent Income Tax.						
Road from Nagotna to Dhurrumtur	80,000	47,394	32,606	In progress	1,81,174	47,394
Road from Alibaug to Mandwa and Rewus	80,000	25,708	54,292	Ditto	1,60,496	25,708
Dam Ponsobee at Matheran	12,000	4,910	4,200	Completed	....	....
Dam near Honorable Juggonnath Sunkersett's house at ditto		1,271		In progress	2,919	1,271
Dam near sick officers' quarters at ditto		896		Ditto	1,571	896
Dam near Mr. Robertson's house at do.		723		Ditto	3,019	722
Pier at Rewus	80,000	16,519	63,481	Ditto	1,20,058	16,519
Port Due Fund.						
Bunder at Kurunja	89,465	28,457	61,008	Ditto	1,02,465	42,295
Tanna Local Funds.						
Road from Agasee *viâ* Bolinj to Verar railway station	10,000	2,794	7,206	Ditto	43,103	2,794
Road from Kelwa Mahim to Nowlee station	10,000	6	9,994	Not commenced: expended on survey, &c.	53,771	6
Improving the road from Moria Bunder to Kurunja	1,290	1,273	17	Completed	....	....
Bridge at Khalapoor	394	306	88	Ditto	....	....
Bridge to connect Tanna and Kulwa	....	17	....	Rupees transferred to Mahim & Nowlee road.	2,15,031	17
Bridge at Gokhirwa	3,021	2,648	373	Completed	....	....
Sheds for ferry passengers at Dhurrumtur	1,341	418	923	In progress	1,341	418
Two wells at Rotundee	100	100	....	Completed	....	....
	6,58,701	3,44,317	3,14,401	.....	....	....

D—(*continued*).

1865-66.					1866-67.			
Allotment for 1865-66.	Probable expenditure during 1865-66.*	Further amounts required for completing the Works.	Probable date of completion, or the number of years over which the expenditure will spread.	Remarks.	Amount of Estimate.	Probable expenditure up to 30th April 1866.	Probable amounts required for 1866-67.	Remarks.
Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
....	3,973	....	Sep. 1865.	.....	....	....	....	
....	22,190	....	April 1866.	.....	....	....	....	
....	1,149	....	Aug. 1865.	.....	....	....	....	
47,589	70,000	....	1867.	.....	....	1,17,865	20,000	
62,310	70,000	70,434	1867.	.....	1,90,454	1,20,020	70,434	
....	11,574	....	Dec. 1865.	.....	....	....	....	
37,311	40,534	20,000	Nov. 1866.	.....	1,51,284	1,31,284	20,000	
....	5,813	....	Dec. 1865.	.....	....	....	....	
....	....	....	....	.....	....	....	....	
4,197	6,326	....	Feb. 1866.	.....	....	....	....	
1,01,174	1,33,780	....	1867.	.....	....	....	....	
80,496	1,34,788	....	1867.	.....	....	....	....	
....	....	....	....	.....	....	....	....	
....	1,648	....	April 1866.	.....	....	....	....	
420	675	....	Jan. 1866.	.....	....	....	....	
....	2,297	....	April 1866.	.....	....	....	....	
21,519	85,000	18,539	1867.	.....	1,20,058	1,01,519	18,539	
....	61,008	....	1867.	.....	....	....	....	
10,000	17,206	23,103	1867.	.....	43,103	20,000	15,000	
10,000	19,994	33,771	Unknown.	.....	....	....	....	
....	....	....	....	.....	....	....	....	
....	....	....	....	.....	....	....	....	
....	....	....	....	.....	....	....	....	
....	....	....	....	.....	....	....	....	
....	923	....	Dec. 1865.	.....	....	....	....	
....	....	....	....	.....	....	....	....	
....	6,88,878	....	....	.....	....	....	1,43,973	

* Including Balan es.

Nature and Locality of Works.	1864-65. Allotment for 1864-65.	Expended during 1864-65.	Balance on 1st May 1865.	Remarks.	Amount of Estimate.	Expended up to 30th April 1865.
	Rs.	Rs.	Rs.		Rs.	Rs.
Works executed by the Collector.						
Road from Sunjan dhurumsalla to Sunjan station	5,000	7,911	1,089	Completed	....	....
Road from Sunjan town to Sunjan bunder	4,000					
Road from Giry to Nirmal	1,000	....	1,000	Put off as no Survey was made.	....	....
Road from Boysur railway station to Bangunga	2,000	....	2,000	Ditto	....	....
Clearing a road over Kullee Khind between Panwell and Saee	1,000	1,000	....	.....	....	....
Compensation for land taken up for roads	4,500	2,103	2,397	.....	....	2,103
Constructing a well at Bhurodee	1,000	300	700	.....	....	300
Constructing a well at Bandora	1,000	....	1,000	.....	....	....
Constructing a well at Dhysur	1,000	300	700	.....	....	300
Constructing a well at the Tanna railway station	1,000	400	600	.....	....	400
Clearing out Krushnala tank at Panwell	4,000	4,000	....	Completed	...	....
Roads under Rs. 1,000	4,162	1,191	2,971	.....	....	1,191
Wells and tanks under Rs. 1,000	8,150	4,876	3,274*	.....	....	4,876
Repairs (current and special)	6,542	672	5,910	.....	....	672
Establishment	6,486	2,210	4,275*	.....	....	2,210
Dead stock	810	....	810*	.....	....	....
Reserve Fund	4,054	2,333	1,721*	.....	....	2,333
	7,14,405	3,71,613	3,42,848		....	....
NEW WORKS PROPOSED TO BE UNDERTAKEN DURING 1865-66.						
By the Executive Engineer.						
Road from Mullianee to Dhanoo	....	....	....	.....	unknown.	....
Road from Andheree to Vessava	....	....	....	.....	31,842	....
Moorbaur and Titwala road	....	....	....	.....	1,61,092	....
Road from Nagotna to Mahableshwur	....	....	....	.....	....	....
Bridge over the Pingal river at Khodala	....	....	....	.....	4,485	....
Repairs	....	....	....	.....	....	....

D—*(continued)*.

1865-66.					1866-67.			
Allotment for 1865-66.	Probable expenditure during 1865-66.*	Further amounts required for completing the Works.	Probable date of completion, or the number of years over which the expenditure will spread.	Remarks.	Amount of Estimate.	Probable expenditure up to 30th April 1866.	Probable amounts required for 1866-67.	Remarks.
Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
....	....	....	....	.....	....	....	....	
....	....	....	....	.....	....	....	....	
....	..	....	....	.....	....	....	....	
....	....	....	....	.....	....	....	....	
4,500	6,397	....	....	.....	....	....	....	
....	700	....	2 years. ..	.....	....	....	....	
....	131	....	1 ditto ..	.....	....	....	....	
....	700	....	2 ditto ..	.. ...	....	....	....	
....	600	....	Ditto ..	.....	.. .	....	....	
....	....	....	....	.....	....	....	....	
....	2,662	....	2 years. ..	.....	....	....	....	
8,708	11,975	....	Ditto* ..	Rupees 3,267 were asked for by the Collector out of this* amount (*see* Balance on 1st May 1865).	....	....	....	
....	3,631	....	Ditto ..	.....	....	....	....	
8,129	9,168	....	Ditto ..	Rupees 1,039 were asked for by the Collector out of this* amount (*see* Balance on 1st May 1865).	....	....	....	
1,000	1,750	....	Ditto ..	Rupees 750 do. do.	....	....	....	
2,000	3,115	....	Ditto ..	Rupees 1,115 do. do.	....	....	....	
....	7,29,707	....	....	.....	....	....	....	
10,000	10,000	....	Unknown.	.....	....	....	....	
17,000	17,000	14,000	April 1867	.....	31,842	17,000	14,000	
20,000	20,000	1,41,092	1869	.....	1,61,092	20,000	50,000	
....	....	....	....	.....	....	....	....	
2,000	2,000	2,485	April 1866	Rupees 2,485 will probably be granted from Reserve Fund.	....	....	....	
1,19,663	1,19,663	....	April 1866	Inclusive of Rupees 87,100 contributed to Imperial Budget for road repairs to be executed by the Executive Engineer.	....	....	....	

* Including Balances.

Nature and Locality of Works.	1864-65. Allotment for 1864-65.	Expended during 1864-65.	Balance on 1st May 1865.	Remarks.	Amount of Estimate.	Expended up to 30th April 1865.
	Rs.	Rs.	Rs.		Rs.	Rs.
By the Collector.						
Clearing a road over the Chaldee Khind	....	....	....	.....	....	....
Road from Cullian station to Cullian bunder	....	....	....	.....	15,000	....
Bridge over the road between Bassein and Dautewra	....	....	....	.....	....	....
Dhurumsallas at the Oorun of Mora bunder	....	....	....	.....	5,000	....
Wells in Salsette and Bhewndy talooka	....	....	....	.....	....	....
Bund in Panwell	....	....	....	.....	....	....
Clearing out tank at Bhewndy	....	....	....	.....	10,000	....
School-house at Bhewndy	....	....	....	.....	....	....
School-house at Panwell	....	....	....	.....	....	....
School-house at Tanna	....	....	....	.....	....	....
NEW WORKS PROPOSED TO BE UNDERTAKEN DURING 1866-67.						
By the Executive Engineer.						
Metalling the road from Chowk to Kurjut	....	....	....	.....	....	....
By the Collector.						
Wells in Panwell talooka	....	....	....	.....	....	....
School-house at Mahim	....	....	....	.....	....	....
School-house at Shapoor	....	....	....	.....	....	....
School-house at Kenowlee	....	....	....	.....	....	....
School-house at Chinchnee	....	....	....	.....	....	....
Grant Total.... Rupees	7,14,405	3,71,613	3,42,848	.....	....	....

D—(*continued*).

1865-66.					1866-67.			
Allotment for 1865-66.	Probable expenditure during 1865-66.*	Further amount required for completing the Works.	Probable date of completion, or the number of years over which the expenditure will spread.	Remarks.	Amount of Estimate.	Probable expenditure up to 30th April 1866.	Probable amounts required for 1866-67.	Remarks.
Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
2,000	2,000	....	....	.....	....	....	....	
5,000	5,000	10,000	April 1867	.....	15,000	5,000	10,000	
2,000	2,000	....	....	.....	....	....	....	
1,000	1,000	4,000	....	.....	5,000	1,000	4,000	
8,000	8,000	5,000	....	.....	....	8,000	5,000	
4,000	4,000	....	....	.....	....	....	....	
5,000	5,000	....	....	.....	....	....	....	
2,800	2,800	6,000	....	.....	....	2,800	6,000	
1,600	1,600	7,000	....	.....	....	1,600	7,000	
1,000	1,000	1,500	....	.....	....	1,000	1,500	
....	....	....	....	.....	46,666	....	35,000	
....	....	....	....	.....	4,000	....	4,000	
....	....	....	....	.....	....	....	7,000	
....	....	....	....	.....	....	....	5,647	
....	....	....	....	.....	....	....	5,000	
....	....	....	....	.....	....	....	7,000	
....	9,30,770	....	....	.....	....	....	3,05,120	

* Including Balances.

ABSTRACT.

	Imperial.			Local.		
	Expenditure during 1864-65.	Proposed to be expended during 1865-66.	Proposed to be expended during 1866-67.	Expended during 1864-65.	Proposed to be expended during 1865-66.	Proposed to be expended during 1866-67.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
By the Executive Engineer, Northern Konkun.....	2,29,267	3,55,253	3,04,409	3,44,317	8,24,978	2,42,973
By the Collector of Tanna	17,646	18,312	....	27,296	1,05,792	62,147
Advances to Non-Departmental Officers.						
To the Sub-Collector of Colaba..	16,279	....	....	....	....	....
To the Judge of Tanna	1,065	....	....	....	....	....
To the Deputy Commissioner of Customs	16,676	....	....	....	....	....
To the Educational Inspector C. D.....	833	....	....	...	....	....

2. ABSTRACT.

	Rs.
Expenditure during the year 1864-65	6,53,379
Proposed expenditure during the year 1865-66	13,04,335
Proposed expenditure during the year 1866-67	6,09,529

E. P. DOWN,
Acting Collector.

W. M. DUCAT, Lieut., R. E.,
Executive Engineer N. K.

7

SOUTHERN DIVISION.

POONA COLLECTORATE.

MEMORANDA TO ACCOMPANY THE EXECUTIVE ENGINEER'S, POONA DISTRICTS, STATEMENT PREPARED FOR THE PUBLIC WORKS CONFERENCE, AUGUST 1865.

By the Executive Engineer P. D.

The roads in the Poona Districts have an aggregate length of 556½ miles. 503 miles of roads are in the charge of the Executive Engineer, the remaining 53½ miles being in charge of the Collector.

2. Of metalled roads there are 142 miles, and 26½ miles in progress; of unmetalled 334 miles.

3. Of the metalled roads, that from Campoolee to the foot of the Bhore Ghaut to Dapooree, 41 miles 7 furlongs, is almost complete, being bridged and drained. The construction of two culverts and three drains at a probable cost of Rs. 4,000 would render it quite complete. Nothing is proposed to be effected to this road during the current year.

4. Sixty-one miles of the road from Poona to the Bheema River, near Indapoor (which is 87 miles 6 furlongs), is metalled. This road is bridged and drained, with the exception of four culverts and four large bridges, one of which (over the Mella River) is built up to the springing. No allotments for the completion of this bridge have been made in the budget for the current year. Parapet-walls are required to a great many of the drains, which at present have no protection at the sides.

5. The road from Sir Jamsetjee Bund to Koregaum, 36 miles, on the Nuggur line, with branch to Holkar's bridge, is metalled (with country metal) and partially bridged and drained. Two large bridges over the Moota Moola near the Jamsetjee Bund, and over the Bheema, with four culverts and two drains, are required to complete this line. The bridge over the Moota Moola is sanctioned, and will be commenced immediately.

Metalling and kerbing.....	Rs.	1,00,408
Trees.....	„	2,000
Parapets to ghaut of masonry.	„	42,351

6. The trunk road from Poona to Sheerwell *viâ* the Katruj Ghaut, 26½ miles, is completed, with the exception of metalling, kerbing, and parapet-walls to the ghauts. Rupees 1,55,000 have been expended during the past year

27 feet wide.
24 „ high.
880 „ long.
Cost Rs. 1,63,000.

The Katruj Ghaut tunnel has been completed, with the exception of the facia, and a small portion of the entrance cuttings, which will be taken in hand shortly.

The Budget allotment for the present year (Rs. 50,000) is far from sufficient for the work which is required to be and can be done. Double that amount could be satisfactorily expended, it being the reverse of economy to leave a road longer than can be helped in an unfinished state. It is most important that the kerbing and parapets to the ghaut, as well as the metalling, should be carried out during the present year whilst there are workpeople and superintending establishment available.

Estimate required.

7. The road from Dapooree to Gargaum on the Nassick line, 65½ miles, is a moorumed road, partially bridged and drained. 7 bridges, 5 culverts, and 85 drains are required to complete this road. Extraordinary repairs for opening catch-water drains and repairing the parapet-walls to the ghauts are required. A bridge of 50-feet span at Boteh has been completed during the past season. There is a branch from Narrayengaum to Jooneer, 8½ miles, which is completed.

With a branch 8½ miles from Narrayengaum to Jooneer.

8. The road from Hurrupsur to Poona *viâ* the Deweh Ghaut and Sassoor to Jeejooree and Neera River is an unbridged and unmetalled road, 38 miles in length, with the exception of the Deweh Ghaut, which is metalled and bridged.

To complete this the road will have to be raised from one to two feet nearly the whole way, and 13 bridges, 14 culverts, and 36 drains would be required. The construction of this road is defective in principle throughout. Some portions are so bad, both as regards the line selected and steepness of the gradients, that a new line would have to be taken. This could not be carried out without very heavy expenditure, which would scarcely be necessary now that the road *viâ* the Katruj Ghaut is available for traffic.

9. The road from Wurgaum *viâ* Chakun to Sheekrapoor is a branch line between the Bombay mail road and the Nuggur districts. This road (33 miles in length) is unmetalled. It is not bridged, and only partially drained. To complete this road the whole will require raising, bridging, and draining. Estimates for executing this work, with the addition of metalling, have been submitted and sanctioned, and a sum of one lakh of rupees was set down for expenditure during the past year. This sum was withdrawn under the late reductions, and I am of opinion that the amount could be more profitably expended upon opening out other roads should it *ever* be available.

Rupees 1,90,000.

10. The road from the site of the old Neera bridge, *viâ* Soopa to Pargaum, on the Bheema, in the Seroor direction (37 miles in length), is an unmetalled and unfinished road, but completely drained. The road is well raised above the level of the country. To complete it thoroughly eight bridges and seven culverts are required. The road is a railway feeder for the Kairgaum station.

11. The road from Baramuttee *viâ* Decksal to Kanowtah, 20 miles. This railway feeder was commenced in 1862-63, and is complete as a bridged and drained, unmetalled road. It is well raised. A large double ferry boat is required at Kanowtah, for which an estimate has been submitted.

12. The other roads in this district are of minor importance, and with the exception of the lines from the City Bund to Sheelarwaree 14 miles, from Poona to Singur 14 miles, and from the top of the Deweh Ghaut to Jeejooree, which are partially drained, are all little better than mere cleared roads. They are as follows, from—

	Miles.
Lonee to Pabul (on Nuggur Road)	17½
Bheema River near Chakun to Mahaloongha	6½
Wanoree *viâ* Bapdeo Ghaut and Sassoor to Poorundhur.	21
Holkar's Bridge to Wagholee	9½
Moota Moola River near Kirkee to the old Butts	2
Road over Avree Khind	1

These all required raising with the exception of that over the Bapdeo Ghaut. The principal bridges required for the districts are as follows :—

Nuggur Road.

Bridge below Jamsetjee's Bund sanctioned.....	Rs. 1,99,928
Do. near Koregaum estimated at	1,99,757

Sholapoor Road.

Three bridges on the road from Patus to Indapoor ; probable cost.....	1,22,580

Sattara Road.

Bridge over Kurra River, near Sassoor, including a branch road.....	50,601
Bridge at site of old Neera Bridge.....	2,00,000

Nassick Road.

Bridge over the Indrawnee, Bhama, Bheema, and Goor River ; probable cost	3,30,000

The details of all local works in progress or in contemplation will be furnished by the Collector.

The Military works under my charge are those at Khundalla and Poorundhur.

At Khundalla the existing accommodation consists of—

1 Staging Pendall for 200 men.
2 Barracks, each holding 100 do. 200 men.
1 Hospital ..... 35 do.,

together with quarters for officers and the usual complement of staff sergeants' quarters and other subsidiary buildings. The barracks, however, are a mere framework of teak brought from Persia at the conclusion of the war, the walls being composed of wattle and daub, which is not suited to the damp climate of Khundalla.

These barracks are only habitable during the dry season; the floors require being raised, and a pavement (or brick on edge) provided. Walls of brick should be substituted for the wattle and daub, and better provision made for keeping the barracks dry by the introduction of stoves and fire-places during the monsoon months. The cost of these improvements would amount to Rs. 45,000.

The Poorundhur Sanitarium is supposed to afford shelter for 210 men, but at present, owing to the additional space required for each soldier by the Sanitary Commission, accommodation exists only for 104 men (including 10 families living in the patcherries).

One barrack, which when rebuilt will contain 26 men, was unfortunately burnt down a few months ago; but to provide for the proper complement of men, three additional barracks, with out-houses, &c., will be required at a probable cost of Rs. 65,480.

The Church at Poorundhur, commenced some years ago by the Rev. Mr. Gell, has been lately completed, and a Post Office has also been built at a cost of Rs. 1,568.

ROBERT SELLON, Captain, R.E.,
Executive Engineer P. D.

7 a

STATEMENT OF EXPENDITURE ON NEW WORKS &c. IN 1864-65.

Particulars.	Expenditure.
	Rs.
Military.	
Two new barracks at Poorundhur	8,769
Apothecary's quarters at Poorundhur	914
Civil Buildings	
Post office at Poorundhur	1,518
Church at ditto	6,288
Communications.	
New road from Poona to Sheerwul	1,55,000
Do. from the Neera Bridge to Pargaum	3,270
Do. from Loonee to Pabul	999
Bridge over the Mela Nulla at Koombargaum on the Sholapoor road	6,000
Bridge about 2 miles beyond the village of Botey on the Nassick road	2,784
Two new rafts for the Bheema river and Ghore river, Poona and Nassick road	2,243
One raft for the Bheema river at Koregaum on the Nuggur road	776
Dhurumsallas near the Railway stations at Tullegaum, Kurkalla, and Lanowlee	855
Ordinary and special repairs to roads, bridges, ferries, buildings, &c.	2,08,174
Total Expenditure....Rupees	3,97,595

LIST OF WORKS SANCTIONED AND TO BE CARRIED OUT IN 1865-66.

	Amount of Estimate.	Amount expended up to 30th April 1865 from commencement of work.	Sum granted for 1865-66.	Balance.
	Rs.	Rs.	Rs.	Rs.
Military.				
Two new barracks at Poorundhur	28,589	13,720	8,589	6,280
Apothecary's and apprentices' quarters	4,385	962	2,385	1,038
Civil Buildings.				
Foujdar's kutcherry at Khundalla	6,401	....	6,401	....
Church at Poorundhur	9,370	7,788	1,582	....
Post office at Poorundhur	1,976	1,523	453	....
Communications.				
Road from Poona to Sheerwul.....	6,88,094	5,14,981	50,000	1,23,113
Bridge below the Jamsetjee Bund for 40-feet arches	1,99,928	....	....	....
Do. do. for 60-feet arches, not sanctioned.	2,16,480	....	70,000	1,46,480
Meela Nulla bridge, Poona and Sholapoor road.....	50,177	19,850	....	30,327
Repairs to roads, buildings, &c.	....	....	2,29,684	....
			3,69,094	
Ferry Fund.				
Three boats for the Kookree-Moola and Ghore rivers, Poona and Nassick road ..	1,575	....	1,575	1,575
Local Fund.				
Dhurumsallas at Tullegaum, Kurkalla, and Lanowlee	9,321	855	8,466	....

STATEMENT OF REQUIREMENTS FOR 1865-66.

Particulars.				Estimate
Military.				Rs.
Additions and alterations to the Military buildings at Poorundhur for carrying out the directions conveyed in the new Sanitary Rules				13,946
1 lavatory for No. 4 barrack	3,981	12	2	
3 do. for No. 1 do. the hospital and hospital barrack	7,925	4	9	
2 tiled sheds for earth	216	15	2	
8 temporary urinaries	603	14	0	
Cost of minor alteration as per abstract estimate	1,218	3	1	
	13,946	0	0	
Approximate cost of fives' court, skittle-alley, workshops, and refreshment-room at Poorundhur				12,777
Teakwood flooring to the old and new barracks at do.				14,5[illegible]
Pavement to do. do. do. do.				10,051
Store shed at Poorundhur				1,001
Rebuilding burnt barrack at do. approximate cost				18,0[illegible]
Additional accommodation.				
Three new barracks, each to contain 27 men; approximate cost				54,00[illegible]
Approximate cost of 1½ new lavatories at Poorundhur				7,000
Do. do. cook-houses				3,000
Six temporary urinaries				1,480
Khundalla Sanitarium.				
Brick on edge floor to all buildings raised one foot; approximate cost				10,000
Wall of daub to be replaced by one brick thick; approximate cost				18,000
Tiles to be dammered do. do.				8,000

Memorandum of present accommodation at Poorundhur Sanitarium.

Barrack No. 2	16	men.
Hospital	26	„
Two new barracks, each 26 men	52	„
Patcherries	10	families.
Total present accommodation	104	

Additional accommodation.

Burnt barrack when rebuilt	26	
3 new barracks, each to contain 27 men	81	
Total additional accommodation	107	
Grand Total	211	men.

Existing accommodation at Khundalla.

1 staging pendall	200	men.
2 barracks, each 100 men	200	„
1 hospital	35	„
Total	435	men.

LIST OF REQUIREMENTS.

	Estimated amount.
Agricultural.	Rs.
Removing silt at the Narrayengaum Bund, and repairing sluice gates of do...	4,800
Communications.	
Approach road to Lanowlee	3,692
Improvements to road between Tulegaum and Shickrapoor	1,90,346
Large bridges on ditto	1,52,049
Bridge over the Bheema river at Wudhoob near Korgaum on the Poona and Nuggur road.....	1,99,775
Miscellaneous Public Improvements.	
Improvements to Wurgaum Tank.....	7,223

LIST OF REQUIREMENTS, LOCAL.

	Amount of Estimate.
Communications.	Rs.
Road from the Railway station at Decksal to join the new road at Khanowteh and the village of Bhigwun	5,003
Travellers' bungalow at Yellow on the road between Poona and Sheerwul *vid* the Katruj Ghaut	6,422
Dhurumsalla at the Railway station at Patus	3,187
Dhurumsalla at Goreh on the road from Poona to Murah Ghaut	1,503
Three dhurumsallas on the road between Mahaloongeh and the Koosoor Ghaut	4,509
Road from the village of Dhowud to the Railway station, including drains and culverts.....	7,200
Well on the Bhore Ghaut	2,325
Road from Jooneer to Ootoor	9,332
Ferries.	
Two new ferry boats, improving approaches, &c., store-shed at Khanowteh....	9,337
Fixing new standard posts of the Kookree ferry, Poona, on Nassick road	249

LIST OF PROJECTS IN HAND.

Completing the road from Dapooree to Ambegaum with bridges and drains, &c.
Completing the road from the Jamsetjee Bund to Koregaum with bridges and drains .....
New road from Mahaloongeh to Kussoor Ghaut .....
New road from Jooneer to Nana Ghaut .....
Clearing road over a ghaut between Kheir and Pabul .....
New road to connect the proposed Jamsetjee Bund bridge with Kirkee and Poona .....
Road from Poorundhur to Capoorhol or Kamthuree .....

7 b

REMARKS REGARDING LOCAL FUNDS WORKS OF THE POONA COLLECTORATE.

By the Acting Collector.

The number of miles of local roads is 40½ against 38½ in the year 1863-64. The increase is owing to the construction of two miles of road to join the Kheirgaum Railway Station with the main road from Poona to Sholapoor.

All these roads are unmetalled and unbridged, the bridge on the Tullegaum Road (from railway station to town) being the only one. They all require trees being planted along them.

A total sum of Rs. 5,350 will be required for the thorough repair of these roads in 1866-67, as per Return A.

The entire expenditure in 1864-65 on local works of every kind, including Dhurumsallas, &c., is shown in Statement B.

Proposed roads and other works are given in Statement C. The four roads included under No. 6 in this statement are proposed as alternative works, the most important of them being the one from Kheir to Bheemashunkur.

Any of these proposed works which Government may decide on as necessary must be executed out of Imperial Funds, the balance of Local Funds available for the Local Fund Budget of 1865-66 being only Rs. 8,206-14, while the amount absolutely required for repairs of roads, travellers' bungalows, &c. amounts to Rs 6,711, and the following sums besides must be provided for, viz :—

Deficit in Ferry Fund in 1863-64.....	3,973	3	1
Ditto ditto in 1864-65.....	5,968	8	7
To be repaid to the Sholapoor Ferry Fund on account of the balance of that fund on 1st May 1865 having been made over to the Executive Engineer P. D. instead of to the Executive Engineer, Sholapoor ..	1,816	0	0
Total....Rs.	11,757	11	8

The Local Funds liabilities therefore exceed their income. The deficit is owing partly to the ferries having been managed departmentally and partly to the enormous increase in the cost of boats. The ferries have been farmed out for

1865-66 for Rs. 3,548, and the farmers provide the working establishment, the tindals being still paid by Local Fund Committees at the annual cost of Rs. 1,440.

It is absolutely necessary, in order to bring the expenditure within the income, that a cheaper description of boat than the teak ones (one of which is estimated to cost Rs. 9,337*) should be provided, and the rate of fees levied at the ferries should be raised.

* *See* No. 4, Statement C.

Statement D shows the amount of tolls collected on each road.

The prospects of the Local Funds for 1866-67 do not seem any brighter than those for 1865-66. The contribution to the Imperial Budget of Rs. 84,582 out of the balance of toll collections, amounting to Rs. 89,542-5-2, together with a contribution for establishments of Rs. 3,436, leaves (all other Local Fund balances being included) only Rs. 8,206-14 for the Local Committees to spend throughout the collectorate. This is just sufficient to keep the local roads, travellers' bungalows, &c. in repair, and to pay the establishment of the latter. It seems almost useless to maintain the system of Local Funds if there is nothing available for the Committee to spend on new works.

I am not prepared to suggest any additional sources of Income.

J. A. G. DUFF,
Acting Collector.

A.

ROADS IN CHARGE OF THE REVENUE DEPARTMENT.

Relative Importance.	Name and direction of Road.	Length in Miles.	Construction and Condition.	Additions and Alterations made in 1864-65.	State of Repair, &c. Section 15 Government Resolution No. 1303 of 1864.	Probable amount required in Budget of 1866-67 from Local Fund.
1	2	3	4	5	6	7
						Rs.
1	Ooroolee to Jejooree *via* Bhore Ghaut ..	13	Unmetalled and unbridged; incomplete.	Ghaut cleared, and road moorumed.	Extra work required to make the ghaut easy.	1,700
2	Sassoor to Purinche	12	Unmetalled and unbridged	Ordinary repairs	Believed to be in fair order	1,200
3	Tullegaum Railway Station to town....	3	A good broad, deeply moorumed road; one nulla bridge.	Construction completed ..	Believed to be in fair order; requires tree planting.	700
4	Patus to Railway Station	3	Unmetalled and unbridged	Ordinary repairs	Believed to be in fair order; requires tree planting	800
5	Khairgaum to Railway Station and to the Sholapoor road.	2	Unmetalled and unbridged; incomplete.	In progress	Requires tree planting	700
6	Anna Ghaut road	3½	Unmetalled and unbridged	Ordinary repairs	Believed to be in fair order	100
7	Bramunwarra Ghaut road	3½	Unmetalled and unbridged	Ordinary repairs	Believed to be in fair order	100
8	Kendoor Ghaut road	½	Unmetalled and unbridged	Ordinary repairs	Believed to be in fair order	50
					Total.... Rupees	5,350

J. A. G. DUFF,
Acting Collector.

B.

LIST OF LOCAL WORKS EXECUTED DURING 1864-65.

Number of Budget.	Works.	Amount sanctioned.	Amount expended.	Balance on 1st May 1865 for expenditure in 1865-66.	Remarks.
		Rs. a. p.	Rs. a. p.	Rs. a. p.	
174	Road from Kheirgaum to the Railway station and to the Sholapoor road	1,075 0 0	475 0 0	600 0 0	Not completed.
176	Completing the Ooroolee and Jejooree road	5,000 0 0	4,192 1 11	807 14 1	Ditto.
177	Bridged road from Tullegaum to the Tullegaum Railway station ..	1,700 0 0	1,700 0 0	....	
187	Planting and watering roadside trees, Poona collectorate	2,000 0 0	1,211 7 4	....	The balances have been proposed to be spent on other works in 1865-66.
188	Ditto ditto Civil limits of Poona ..	3,962 0 0	2,250 0 0	....	
178	Three dhurumsallas at the Lanowlee, Khurkalla, and Tullegaum Railway stations	6,000 0 0	855 0 0	5,145 0 0	Not completed.
179	Dhurumsalla on the banks of the Kurra river near the town of Sassoor	*660 0 0	200 0 0	460 0 0	*Of the sanctioned amount (700) a portion (Rs. 40) was appropriated towards paying the sweeper of the Dapooree public privies.
180	Rebuilding dhurumsalla at Kirkvee	320 0 0	100 0 0	220 0 0	Not completed.
181	Dhurumsalla at Deoolgada	250 0 0	48 7 0	201 9 0	Ditto.
182	Chowree at the village of Kundachee Loonee.....	150 0 0	100 0 0	50 0 0	Ditto.
183	Dhurumsalla and a well at Wagholee.....	200 0 0	....	200 0 0	Ditto.
184	Dhurumsalla at Kheir.....	450 0 0	450 0 0	....	
185	Dhurumsalla at Muncher	350 0 0	350 0 0	....	
186	Completing dhurumsalla at Dapooree	250 0 0	250 0 0	....	

Number of Budget.	Works.	Amount sanctioned.			Amount expended.			Balance on 1st May 1865 for expenditure in 1865-66.			Remarks.
		Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	
1	Grant towards building a dispensary at Joonere	300	0	0	300	0	0	....			
175	Constructing a river ghaut at Ootoor	250	0	0	250	0	0	....			
249	Widening one of the sluice-gates of the Bramunwara dam	75	0	0	75	0	0	....			
250	Improving the aqueduct at Joonere.	1,340	0	0	1,340	0	0	....			
258	Reserve fund for minor works of public utility	2,420	0	0	1,842	13	5	....			
	Repairs to										
	Road from Pimpleh to Purinche ..	1,000	0	0	796	0	3	....			
	Road from Patus station to the town of Patus	200	0	0	199	3	6	....			
	Kendoor Ghaut road.....	50	0	0	50	0	0	....			
	Bramunwara Ghaut road	100	0	0	100	0	0	....			
	Anna Ghaut road	100	0	0	100	0	0	....			
	Repairs to travellers' bungalows and pendalls	4,210	0	0	4,006	0	0	....			
	Marking off with stones the old racecourse near Poona	36	0	0	35	8	0	....			
	Establishment.										
	Office establishment for the District Local Fund Committee	3,614	0	0	263	15	9	....			The balance has been proposed to be spent on other works in 1865-66.
	Travellers' bungalow establishments.	1,529	0	0	1,093	4	4	....			
	Establishment at the Dapooree public privies	120	0	0	120	0	0	....			
	Total ....Rupees	....			22,753	13	6	....			
	Of this amount on account of items No. 178 and repairs to travellers' bungalows and pendalls was expended by the Engineer Department	....			4,861	0	0	....			
	The rest expended by the Local Fund Committee	....			17,892	13	6	....			

J. A. G. DUFF,
Acting Collector.

C.

LOCAL FUNDS.

Works which it is proposed to bring forward for the next Budget for execution in 1866-67.

No.	Nature of Work.	Total Estimate.	Reasons for work briefly stated, with No., date, &c. of letters containing them.	Remarks by Acting Collector.
		Rs.		
1	Travellers' bungalow at Kheir (Yelloo).	**6,422**	Situated on the new road *via* Sheerwul to Sattara and Mahableswur.	Emergently required.
2	Dhurumsalla at Patna.	**3,187**	This work was sanctioned by Government Resolution No. 1631 of 14th July 1864 (plans and estimates not required, para. 1 of Government Resolution No. 2260 of 24th November 1864) was included in Supplementary Budget for 1865-66.	There is a Municipality at Patus but no funds, annual income being only Rs. 200. This work is much wanted.
3	Road to connect Lanowlee Railway Station with Poona and Khundalla high road.	**3,692**	At present there is only a crooked country tract.	This sum does not include the land for the road which it is believed Government are entitled to take without any compensation.
4	A new double ferry-boat at Khanowta; improving approaches and store shed.	**9,337**	.....	Emergent.
5	Pimpulwundee ferry on Kookree River; fixing new standard posts on Poona and Nassick road.	**249**	.....	Ditto.
4/1	Road from Kheir to Bhimashunkur, 30 miles.	(15,000)	Would connect the most difficult and inaccessible portion of the ghaut country, and that most thickly peopled by the Kolee caste, with the head-quarters of the district. It is one of the roads proposed by Superintendent of Police.	Recommended by Executive Engineer and Acting Collector in preference to projects Nos. 4/6 10, 13 and 14. If approved of, survey and estimate will be at once made, probably for Rs. 500 a mile, the line of road being taken along a valley. Should be constructed if funds are available.

No.	Nature of Work.	Total Estimate.	Reasons for work briefly stated, with No., date, &c. of letters containing them.	Remarks by Acting Collector.
		Rs.		
6/2	Road from Tullegaum to Koosoor Ghaut.	(15,000)	Originally proposed by Major Shortt, Superintendent of Police, as one of 4 roads to throw the ghaut country open to Poona and the eastward, with the the view of improving the social condition of the Kolees in this district, and rendering some places eminently suitable for sanitaria available which are now quite inaccessible. These roads would also provide means of transport for forage and firewood to Poona from the most abundant sources (Police Superintendent's letter No. 154 of 1864.) Their construction would also afford facilities for supervision and conservation of valuable forests now much neglected and unprofitable to Government from their inaccessibility.	Has been surveyed by Executive Engineer, also the line of Mahaloonga.
6/3	Joonere to Nana Ghaut (portion of road between Callian and Nuggur, which has been cleared below the ghaut).	(9,000)	Was proposed by Superintendent of Police; originally would form a continuation of the project for opening a road from Nuggur to Joonere valley.	Should be constructed if funds are available. Return of traffic for four months— Vehicles. Beasts. 1,573 13,894
6/4	Road from Ghoreh to Munchur, 8 miles, at Rs. 500 a mile (Talooka Kheir).	(4,000)	Would form the commencement of one of the roads proposed by the Superintendent of Police; was proposed by Talooka Local Fund Committee.	Recommended to be postponed in favour of road to Bhimashunkur from Kheir.
7	Poorundhur to join the Poona and Sheerwul road at Kapoorhole.	(5,000)	The road is only 6 miles from Poorundhur, and there is a large traffic even now over a very difficult country track.	No estimate has yet been framed. The sum put down is a guess. If approved of, survey and estimate will be at once made.
8	Clearing the ghaut on the road between Pabul and Kheir.	(2,500)	.....	This work is necessary. On the road from Kheir to Nuggur *viâ* Pabul. Return of traffic for six months— Vehicles. Beasts 1,996 ..... 72,26 2

No.	Nature of Work.	Total Estimate.	Reasons for work briefly stated, with No., date, &c. of letters containing them.	Remarks by Acting Collector.
		Rs.		
9	Road from Bhigwan to join the road to Decksal.	(1,500)	Forms part of the scheme sanctioned by Government (*see* Executive Engineer P. D.'s letter No. 333 of 20th March 1865).	Major Wilkins' estimate for this road was Rs. 5,003, but this included masonry work which is not considered necessary at first.
10	Road between the villages of Uheera and Kheir, 13 miles.	(6,500)	Proposed by Talooka Local Fund Committee, probably with the intention of extending it to the Columba Ghaut.	The Collector and Engineer do not recommend this road. Return of traffic for 4 months, Vehicles. Beasts. 861 3,322
11	Dhurumsalla at Ghoreh Boodrook.	1,503	To be constructed out of the Nuchutra allowance, discontinued by Government and transferred to Local Funds for purposes of this nature.	The allowance was Rs. 1,918-8 per annum granted for distribution at the Murha Ghaut among indigent travellers. It was discontinued under the authority of Government letter No. 1168 of 9th May 1857, to the address of the Chief Engineer Public Works, of which the following is an extract:— "The Honorable the Court of Directors have also sanctioned the appropriation of a sum equal to the Nuchutra allowance to the erection, every year, of a Dhurumsalla in the localities where the want of such buildings is most felt." There is an unappropriated balance of Rs. 10,600.
12	Dhurumsallas at Tankweh .... Koosoor	3,000	Might be constructed out of the same fund if Government permits, as per Revenue Commissioner S. D.'s letter No. 1316 of 19th April 1865.	These dhurumsallas are proposed in connection with the Koosoor Ghaut road.
13	Road from Ootoor to Bramunwara Ghaut, 5 miles, Rs. 500 a mile (Talooka Sewnere).	(2,500)	Proposed by Local Fund Committee. About Rs. 500 have been spent near the ghaut, over about a koss; no great traffic.	If the road from Joonere to Nana Ghaut is constructed, these roads can be postponed until Ootoor is connected eastward with Nassick road.
14	Road from Joonere to Ootoor.	(9,332)	Sanctioned by Government Resolution No. 2 of 2nd January 1864.	

No.	Nature of Work.	Total Estimate.	Reasons for work briefly stated, with No., date, &c. of letters containing them.	Remarks by Acting Collector.
		Rs.		
15	Road from Dhond to Railway Station, 1½ mile.	(7,200)	Proposed by Local Fund Committee at suggestion of Superintending Engineer S.D. The amount of original estimate by Engineer was Rs. 4,574.	The estimate for Rs. 7,200 is a revised one, the rates of labour, &c. having increased greatly since the former estimate for Rs. 4,754 was framed. The Local Fund Committee's estimate is for Rs. 2,500, but this does not provide for masonry culverts, &c. Executive Engineer thinks a moorum road for Rs. 3,000 might be made without culverts which he does not consider necessary. He considers a cheap road of this description desirable if funds are available. The village of Dhond is small, contains 316 houses and 1,445 inhabitants and 20 shops, and has no great trade. The road proposed is a branch road, and there are many other villages with equal or greater claims to a road. A dhurumsalla at the station would, in the Acting Collector's opinion, be a much better way of spending money.

N.B.—The amounts in column 3 in black figures are as per Executive Engineer's estimates; those in parenthesis denote rough estimate only.

J. A. G. DUFF,
Acting Collector.

D.

STATEMENT SHOWING THE INCOME AND EXPENDITURE ON ACCOUNT OF ROAD TOLLS IN THE POONA ZILLA FOR THE YEAR 1864-65.

No.	Talooka.	Name of Road.	Name of place where the Toll Bar is placed.	Amount realised.	Amount expended.	Balance on 1st May 1865.	Remarks.
1	2	3	4	5	6	7	8
				Rs. a. p.	Rs. a. p.	Rs. a. p.	
New Road.	Haveilly..... ..	Poona to Panwell	Dapooree	7,818 15 6	389 11 0	7,429 4 6	
1	Mawul	Ditto	Khurkalla	8,682 6 2	669 5 0	8,013 1 2	
				16,501 5 8	1,059 0 0	15,442 5 8	
1 A	Haveilly.....	Ditto	Ound	1,209 13 8	230 12 6	979 1 2	
Old Road.	Mawul	Ditto	Tullegaum Khind	296 6 4	193 1 0	103 5 4	
				1,506 4 0	423 13 6	1,082 6 6	
2	Ditto	Cross road Wurgaum to Shikrapoor	Tullegaum Railway Bridge ..	5,467 2 0	2,255 0 0	3,212 2 0	
3	Haveilly	Poona to Ahmednuggur	Mouje Yerowda.....	6,607 15 8	399 13 0	6,208 2 8	
	Pabul	Ditto	Kondapooree	12,041 12 2	474 6 5	11,567 5 9	
	Ditto	Ditto	Koregaum	11,394 13 2	465 15 0	10,928 14 2	
				30,044 9 0	1,340 2 5	28,704 6 7	

Old Road.	4	Haveilly.....	Poona to Sholapoor	Mouje Hurupsur	11,216	10	5	1,689	15	8	9,526	10	9
		Bheemthurree	Ditto	Patus	1,679	9	2	452	15	2	1,226	10	0
		Indapoor	Ditto	Hingungaum	1,061	4	7	517	3	0	544	1	7
		Ditto	Ditto	Koombhargaum.....	1,022	12	6	393	12	10	628	15	8
					14,980	4	8	3,053	14	8	11,926	6	0
	5	Ditto	Baramuttee to Khanowta....	Mouje Bhegwun removed to Shetfulgade	1,232	13	3	407	1	8	*825	11	7
	6	Poorunhdur	Poona to Sattara	Dewa Ghaut	6,880	6	6	540	0	0	6,340	6	6
		Ditto	Ditto	Neera Bridge.....	2,949	2	6	540	3	4	2,408	15	2
					9,829	9	0	1,080	3	4	8,749	5	8
New Road.	7	Haveilly.....	Poon to Donje Singhur and Koncan.	Mouje Khuduckwaslha (removed to Vittulwaree)....	2,717	13	0	366	5	11	2,351	7	1
	8	Ditto	Poona to Sattara *via* Katruz Ghaut.....	Katruz Ghaut.....	3,175	6	0	386	4	7	2,789	1	5
		Sewnere	Poona to Nassick *via* Dapoo-ree bridge	Mouje Narayengaum.....	1,793	0	9	640	2	8	1,152	14	1
	9	Kheir		Mouje Peit.....	3,202	13	6	1,036	14	7	2,165	14	11
		Ditto	Ditto	Cusba Chakun	6,556	5	10	485	8	0	6,070	13	10
					11,552	4	1	2,162	9	3	9,389	10	10
				Grand Total ...Rs.	97,007	6	8	12,534	7	4	*84,472	15	4

* The balance of this Fund as per accounts amounts to Rupees 89,542-5-4, but as this sum includes Rs. 5,069-6 realised by the sale of pendalls on the Bombay Road, which was credited to this Fund, the proper balance seems to be as shown here.

STATEMENT D—(*continued*).

No.	Talooka.	Name of Road.	Name of place where the Toll Bar is placed.	Amount realised.	Amount expended.	Balance on 1st May 1865.	Remarks.
1	2	3	4	5	6	7	8
		Tolls on Ferries.		Rs. a. p.	Rs. a. p.	Rs. a. p.	
		Nassick Road	At Mosee, Wakee, Kheir, Kullumb, Pimpulwundee, and Ghargaum				
		Ahmednuggur Road	Erowda and Korgaum				
	11 Ferries	Sholapoor Road.....	Hingungaum	5,248 9 10	13,004 12 5	.....	There is a deficit of Rs. 7,756-2-7 to be provided for in the Local Fund Budget of 1865-66.
		Sattara Road	Neera Bridge				
		Baramuttee Road	Khanowteh.....				

J. A. G. DUFF,

Acting Collector.

7 c

PAPER READ BY CAPTAIN MELLIS, EXECUTIVE ENGINEER, POONA STATION, BEFORE THE CONFERENCE AT POONA, 1865.

During the past year an expenditure of $6\frac{1}{4}$ lakhs of rupees has been incurred by me on new works, and nearly a lakh on temporary works and on repairs. The charge on this outlay for salaries and contingent office charges of every kind has amounted to 7 per-cent. The total outlay therefore has been $7\frac{1}{2}$ lakhs, and very nearly four times the amount of any previous year's expenditure of the Poona office.

A difficulty has been experienced in obtaining workmen and materials at fair rates, as the Bombay reclamation works affected the Poona labour market, and house building at the station also became almost a mania; very ordinary workmen could not be engaged under a rupee a day. This disorganised the old establishments and delayed many of the works, as it was not considered to be to the advantage of Government to compete with the public in giving high wages.

I will now give a brief description of the principal works which I have undertaken during the past year. The Gunpowder Factory at Kirkee is one of chief military works in progress; its probable cost will be $5\frac{1}{2}$ lakhs, including machinery, but the estimate is delayed for some of the plans which have not as yet been received from Messrs. Hall and Sons, gunpowder manufacturers of Dortford, the designers of the works. It is believed that there are no gunpowder works existing which will be more perfect than these, as they have been designed with all the advantages of the present knowledge of the art of making gunpowder —an advantage which the altered and adapted factories do not possess. They will supply the army with gunpowder for the Enfield rifles and Armstrong guns; the finer kinds we are now dependent upon England for, and which we were unable to make in the old factory at Mazagon. The wooden machinery and bullock power of the latter works are replaced by iron and steam-power at Kirkee—an innovation in the manufacture of gunpowder which would have been considered impossible a very few years ago. The time required for the completion of the works is about a year from the present date, supposing an emergency should arise to make it necessary to hurry on with them.

Among the other military works undertaken are detached quarters for 40 married soldiers at Poona, 4 barracks for the Royal Horse Artillery at Kirkee, the commencement of two large upper story barracks in the Wanowree lines at

Poona and many other works of minor importance, the only one of which perhaps deserving of special mention here is the experimental stables erected at Kirkee, as it has been decided to shelter the horses of all the mounted troops in India, and the question of the suitability and economy of iron stables is therefore one of considerable importance to the department generally. In a recent circular from the Government of India, forwarding a standard plan of masonry stables for adoption, it is stated that the cost of masonry stables will be only half that of iron. This estimate I find does not apply to us; the cost of the Bengal stabling with the present prices of labour and materials will be Rs. 195 per horse, while the iron stables have cost only Rs. 165.

I also am of opinion that iron possesses many other advantages besides its economy: it is portable, and will require a very small outlay on repairs.

Two of the chief buildings in progress are the Sassoon Hospital and the Deccan College, estimated to cost over 5 lakhs, Rs. 3,39,000 having been contributed by the late Mr. David Sassoon and Sir Jamsetjee Jejeebhoy and Rupees 1,64,000 by Government.

The Sassoon Hospital will be finished during the present official year, and the trained workmen which this will liberate will be transferred to the College, and will enable it to be pushed on faster than at present. The roofs of the buildings are entirely of iron, and they are being made in England; they will be very much superior to anything ever attempted here, and inside they will be highly ornamental. The ridge cresting will be of cast-iron instead of the flimsy sheet iron in ordinary use for these purposes. The roofs also will have eves-gutters and cast-iron pipes to convey the drainage from the buildings, and the cost will not exceed that of the ordinary iron roofs made here, including the percentage to the Bombay agents, Messrs. Nicol and Co., through whom I have ordered them.

The Government are, I believe, losers in prohibiting Executive Engineers dealing direct with English manufacturers. The great delay which occurs in obtaining materials through the authorised channel—the Secretary of State for India—prevents every officer who is anxious to see his work completed speedily having recourse to that method of obtaining stores, and in purchasing iron (our principal want) a very large discount is usually allowed which the Bombay agents receive. This discount varies with the fluctuations of the Staffordshire iron market, and in January last it was advertised by some of the great manufacturers to be as high as 20 per-cent. I do not think either that the charges for stores received from England are always as low as Executive Engineers could obtain them for. I lately showed Messrs. Nicol and Co. a bill for iron girders received from England through Government, and they at once expressed themselves ready to contract for more at the same prices.

Among the works commenced last year were two Protestant Churches; one of them (St. Paul's at Poona) will be finished during the present year. They are both designed with some regard to their becoming architectural ornaments to the station.

I have little to report on the subject of roads. Those in the charge of my office are merely station roads, although they reach an aggregate length of 52 miles. The scanty monsoons of the last few years have interfered seriously with the repairs, and the roads are not in such good order as they should be.

An important work was undertaken last year at the expense of the Honourable Rustomjee Jamsetjee Jejeebhoy in replacing the bullock pumps at the Bund by a steam-pump and 12 horse-power engine. A mistake, however, was made by the manufacturers in assuming a higher water level than we have at the Bund, and the machinery will require some alterations. I have written to the makers on the subject, and I hope to receive the necessary additions before the next hot season. From the beginning of March to the end of May the new pumps were worked, and they were found to pump up about 15,000 gallons per hour—three times as much as the old bullock pump supplied, and the cost was three annas per 1,000 gallons. With bullocks it was nearly nine annas. The saving therefore in a day's working of twenty-four hours would amount to Rs. 135.

This satisfactory result is obtained from a condensing engine which has been supplied for the work, and I am of opinion that a non-condensing stationary engine should never be used in any part of India where fuel is expensive. There will seldom be any difficulty in making a small tank near an engine for the supply of water necessary for its condensers.

For the current year the Budget allots 19 lakhs for the expenditure of this division, but of this amount 4 lakhs are granted for the supply of water to Poona and Kirkee from the Ambegaum and Pashan villages, and they are not available until I have received further orders. The expenditure of Rs. 78,000 for the Quartermaster General's and the Adjutant General's offices is also awaiting further orders. The remainder of the sanction provides for the works I have already referred to, and for a new residence for His Excellency the Governor at Gunnesh Khind and for the Poona Engineering College at the Sungum; the former is only waiting for Mr. Trubshawe's design. The Engineering College has been commenced and will be rapidly pushed on. For this building Rs.50,000 have been contributed by Mr. Cowasjee Jehangeer.

It is with some diffidence that I give an opinion on the Ambegaum water scheme for supplying the Poona cantonment, which is at variance with that of the experienced officers by whom it has been considered and recommended. It however seems to me that the supply which Poona requires has been under-estimated, and that the cost of the work will be out of all proportion to its advantages. It is estimated that 40,000 people will be supplied with 820,000 gallons of water daily at an outlay of $7\frac{1}{2}$ lakhs.

The estimate of the inhabitants was probably made eight years ago when the scheme was first taken up by Colonel Hart, and it is, I think, too low to reason upon now; but the supply of water remains the same: 822,000 gallons per diem is 34,000 gallons per hour—a little more than double the supply of the Honourable Mr. Rustomjee's steam-pump at the Bund to which I have alluded. If therefore

another steam-pump was put up we should get the same quantity of water brought into the cantonments for about a lakh and with a saving of 6½ lakhs, and it would not require a very large outlay to keep the river from being defiled by the town drainage. It is a question, moreover, if the Ambegaum water would be of better quality than the river water here. The latter is stagnant from the beginning of February, while at Ambegaum it will become so four months earlier in the year.

The supply of good wholesome water to a large camp like this should not be considered as a mere question of expense ; but are the advantages likely to be obtained from the Ambegaum scheme sufficient to view it in that light?

Those who have some idea of seeing a lake constructed at Ambegaum for the supply of Poona will be surprised to hear that nothing more than a tank of any ordinary size is intended. It will not be half a mile long and little more than 350 yards across in any part, and 7½ lakhs seems a large sum to pay for this small reservoir of water.

The new works which the Budget of the coming year will provide for are a law Court for erection at the Sungum, and estimated at Rs. 1,25,000; the Arsenal, Gun-carriage Factory, and Fortifications at Kirkee, and on the latter works much more may be expended than it is likely will be given to us.

Among matters of general interest I may mention that the contract system of working has completely failed at Poona, and that all the works of any importance are now carried on departmentally. I am not very much surprised at this as I have never known the contract system succeed in any instance where contracts have been let at the ordinary office rates.

It would be a sure proof that something was very wrong in the Executive Engineer's management if a contractor could work cheaper than he did and make money on his rates. Indifferent work and materials may sometimes save contractors from actual loss, but a high percentage must be put upon office rates to ensure the system succeeding. I do not intend my remarks to apply to the petty contract or taskwork system of paying labourers by measurement of their day's work, and this I have encouraged whenever I have had sufficient confidence in my superintendence to do so.

I have alluded to the difficulty in obtaining labourers at fair rates, and although I do not anticipate meeting with it to the same extent as I have done hitherto, still it is a serious matter, and one which more or less affects every officer of the department. I believe that the time has fully arrived for bringing steam machinery to our assistance in economising manual labour, and that until this is done the difficulty we find in the way of carrying out our works rapidly and with economy will not be overcome. I have mentioned the pecuniary advantages gained by pumping with steam at the Bund, yet they were not all the advantages I obtained, as the engine liberated 48 pair of bullocks—an equivalent to almost as many carts added to the labour supply. The difficulties I have experienced in using machinery is in obtaining trained engine-fitters and drivers.

The salaries paid to these men in Bombay are now so absurdly high that it almost prohibits our seeking them there. A man from the Dockyard I lately employed was paid Rs. 400 per mensem. I think that our overseers should be taught the use and management of a steam-engine—at least a large percentage of them should be,—and Mr. Cooke, the present Superintendent of Poona School, to whom I have spoken on the subject, has promised to erect a model steam-engine for this purpose; but it requires a working engine and not a model to teach men properly, and without the assistance of Government this is beyond Mr. Cooke's power to obtain.

8

AHMEDNUGGUR COLLECTORATE.

MEMORANDA RECORDED AT THE CONFERENCE ASSEMBLED IN POONA, AUGUST 1865, REGARDING THE PUBLIC WORKS CARRIED ON AND PROPOSED TO BE CONSTRUCTED IN THE AHMEDNUGGUR AND NASSICK COLLECTORATES.

By the Executive Engineer.

The total expenditure incurred on all accounts during the past year 1864-65 has been Rs. 4,26,435, made up of the two sums Rs. 2,63,089 expended in the Nuggur district, and Rs. 1,63,345 spent on works in the Nassick division.

2. The outlay incurred on *Military New Works* has been Rs. 40,390, the important items with this expenditure being as follows :—

Stables for European Cavalry	Rs.	20,408
Paving floors of Cavalry barracks...	„	4,626
Barracks for the Royal Horse Artillery	„	13,881

3. The expenditure for repairs of all description to Military works, comprising current, special, petty, and emergent repairs, amounts to Rs. 10,646. This item includes the maintenance of the roads in the cantonment, extending over 15 miles.

CIVIL BUILDINGS.

Total expenditure altogether, comprising repairs, Rs. 2,266.

COMMUNICATIONS.

New Works (Imperial).

Bridge over the Goar River at Seroor.—(*Rs.* 14,203).

This work was suspended shortly after the commencement of the season in consequence of its having been reported that the material employed by the contractor for the construction of the bridge was unsound and of a perishable nature. Government after receiving the opinion of the two Superintending Engineers, Northern and Southern Divisions, came to the determination to finally suspend the work and abolish the contract. This has been done, and the contractor's bills have been paid up and settled. The work will be commenced afresh after the monsoon.

LOCAL FUND GRANT.

Total expenditure Rs. 1,23,209.

IMPORTANT ITEMS.

Building Drains and increasing Moorum layer on the Ahmednuggur and Malligaum Road.

A sanction of Rs. 21,230 was originally given for improving the section of this line between Singwah and Baboolsur (26 miles), of which Rs. 3,791 is the balance expended during the past year. Under the head of Special Repairs, also debited to the Local Fund, there has been a further grant during the past year of Rs. 20,564 for spreading moorum on sections of this line (Ahmednuggur to Singwah and Baboolsur to Yewla), altogether 45 miles. These works will tend greatly to improve the communication which is now finished between the two extreme points Nuggur and Malligaum, but is of a less finished description in some parts than in others.

Bridges over the Waghoonda River, Poona and Nuggur Road.—(Expenditure Rs. 7,784).

The bridge has been completed and opened for traffic. It comprises 9 arches of 30-feet span and height of roadway of 18½ feet. There are heavy embankments on each side, and an additional culvert of 20-feet span has been built on the right approach. The masonry work was performed by contract for Rs. 9,300, but owing to the increased cost of labour and material since the work was commenced, Government have authorised an additional sum of Rs. 2,035 for loss the contractor sustained.

Metalling and mooruming Pyton Road.—(Expenditure Rs. 20,575).

This line extends 40 miles, and is frequented by the heavy cotton traffic proceeding from Berar to Bombay. Considering it is a communication of so great importance, the work already done appears insignificant in extent. The metal prepared will only admit of 11 miles of road being macadamised this rains, and a long portion of the line, which extends over a black soil plain, will remain untouched. The whole expenditure incurred from the first on this line has been Rs. 60,124, giving a mileage cost of Rs. 1,503—a small sum for a metalled road. It will be desirable to continue the operations on it as actively as possible, and I am therefore sorry to observe that no funds are available for this work during the present season.

Improving and metalling Poona Road.—(Expenditure Rs. 9,285).

There are unfortunately many hills and steep gradients on this line, and the object of the present sanction has been directed to their removal or improvement as far as possible. One important deviation, extending 2 miles 55 yards, has been constructed between Chass and Kedgaum, by which a small ghaut, having gradients as heavy as 1 in 11, has been avoided. In other places minor improvements have been carried out, but still much work remains to be done to place the communication in a satisfactory state.

Spreading moorum and building Drains on the Nuggur and Dhond Road.
(*Expenditure Rs.* 12,883).

This line forms the direct means of communication between Nuggur and the Railway. It has only been opened out four years, and in that short period has developed a large and increasing traffic. It is not improbable that before long it will supersede the old cart road between Nuggur and Poona, but I am inclined to think one strong motive which influences the cartmen in showing preference to the Dhond track is to be attributed to the frequent tolls (four or five in number) imposed along the former, and wanting, or nearly so, on the Dhond line. The consequence has been that the moorum road has become greatly cut up by the traffic suddenly thrown on it, and it is doubtful if the increase to the moorum surface recently given will long suffice for the increasing requirements of the road. The line measures altogether 47 miles in length.

Constructing Seroor and Pargaum Road.—(*Expenditure Rs.* 37,008).

The whole sum has been paid to the contractor, Mr. Macpherson, but part of the amount was a transfer from another work (the Goar Bridge) undertaken by the same man. The accounts of the work have not been finally settled as the measurements have just been concluded for the satisfaction of the contractor, but a large sum still remains to be recovered by Government. The earthwork and considerable part of the road, extending 17 miles in length, has been completed, but the work cannot be said to be satisfactory, as high embankments have been built and left in disconnected portions, without drains or culverts having been built. It will therefore require a considerable outlay to make the road-way available for use.

Current Repairs.—(*Expenditure Rs.* 29,946).

The number of miles of road repaired for the above sum has been 260, of which 54 miles are metalled communications. I would take this opportunity of observing that it is almost impossible to perform the work if the large reduction on the Repair Estimate continues to be enforced. Last year the reduction made was 18·83 per-cent on the estimated amount Rs. 118 for each mile of road.

Miscellaneous Public Improvements—Petty and Emergent works.—
(*Expenditure Rs.* 882-7-11).

This item is of some interest as it exhibits the expenditure incurred on the repairs of the aqueducts which form the water supply of the town and cantonment. The amount corresponds very nearly with the average expenditure for the same object for many years past.

Establishment.—(*Expenditure Rs.* 30,943).

The relative charge on the total expenditure Rs. 2,32,146 is heavy—13·32 per-cent; due, however, to the few new works which have been sanctioned or undertaken during the past year.

The statements (three in number) of expenditure incurred during the past year, sanctioned for the present, and proposed for the following season are herewith attached.

A. U. H. FINCH, Captain, R.E.,
Executive Engineer, Ahmednuggur.

STATEMENT showing the Expenditure incurred on the Public Works under the Executive Engineer, Ahmednuggur, during the year 1864-1865.

Names of Works.	Amount of Estimate.	Amount expended during the year 1864-55.	Total.	Remarks.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	
IMPERIAL.				
MILITARY.				
New Works.				
Stables for 500 horses of Cavalry....	42,021 0 0	20,408 7 9		
Paving 12 Cavalry barracks	14,995 0 0	4,626 1 7		
Barracks for Royal Horse Artillery ..	1,40,813 0 0	13,881 3 8		
Miscellaneous minor works	.....	1,474 15 8	40,390 12 8	
Current and special repairs	.....	7,021 8 3		
Petty and emergent repairs	.....	3,624 1 6	10,645 9 9	
CIVIL BUILDINGS.				
Current and special repairs	.....	1,833 6 10		
Petty and emergent works	.....	432 7 0	2,265 13 10	
COMMUNICATIONS.				
New Works.				
Bridge over the Goar river at Seroor.	1,04,650 0 0	14,202 10 6	14,202 10 6	
Current repairs	.....	29,946 7 5		
Special repairs to Malligaum road ..... 20,564 1 6 Do. do. to Dhond road..... 9,266 10 1	.....	29,830 11 7	59,777 3 0	
MISCELLANEOUS PUBLIC IMPROVEMENTS.				
Petty and emergent works to aqueducts	.....	882 7 11	882 7 11	
LOCAL FUND COMMITTEE WORKS.				
Building new cistern at the Capoorwaree aqueduct	.....	504 9 0		

Names of Works.	Amount of Estimate.	Amount expended during the year 1864-65.	Total.	Remarks.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Repairing Wurgaum aqueduct, and erecting roof and preparing boards for the flying-bridge at Bheema river	.....	344 5 5		
COMMUNICATIONS.				
Special repairs to the flying-bridge at Seroor	.....	670 7 3		
Current and petty repairs to flying-bridges and travellers' bungalows ..	.....	2,389 3 3		
Boat establishment	.....	3,473 5 1	7,381 14 0	
LOCAL FUND.				
COMMUNICATIONS.				
Original Works.				
Building drains on the Ahmednuggur and Malligaum road	21,230 0 0	3,790 10 9		
Bridge over the Waghoonda river ..	19,124 0 0	7,783 11 8		
Metalling and mooruming Pyton road.	60,291 0 0	20,575 1 3		
Improving gradients on the Poona road	31,809 0 0	9,284 12 1		
New raft for boat at Kolhar	837 0 0	305 5 11		
Erecting flying-bridge at Seroor	5,842 0 0	6,804 3 4		
Do. do. at Dhond.....	9,070 0 0	923 3 6		
Spreading moorum and building drains on the Ahmednuggur and Dhond road	35,809 0 0	3,617 0 10		
Erecting travellers' bungalow at Dhond	6,701 0 0	3,286 8 0		
Constructing Seroor and Pargaum road	61,985 0 0	37,007 13 6	93,378 6 10	
ESTABLISHMENT.				
Travellers' bungalows establishment ..	.....	1,486 0 0	1,486 0 0	
Establishment, including salaries and contingencies	.....	30,943 0 0	30,943 0 0	13½ per-cent on expenditure.
MILITARY DEPARTMENT.				
Military contingencies for repairing fixtures and fastenings, and staging establishment	.....	1,606 11 3		
Repairs executed by the Officer commanding Her Majesty's 3rd Dragoon Guards	.....	128 6 0	1,735 1 3	
Grand Total ....Rupees	.....	....	2,63,088 14 9	

STATEMENT showing the Expenditure incurred on the Public Works under the Executive Engineer, Nassick District, during the year 1864-65.

Names of Works.	Amount of Estimate.	Amount expended during the year 1864-65.	Total.	Remarks.
	Rs.	Rs. a. p.	Rs. a. p.	
MILITARY.				
Current and special repairs	....	792 8 9	792 8 9	
CIVIL BUILDINGS.				
New Works.				
Constructing mamlutdar's kutcherry at Sawurgaum	9,799	4,284 10 8		
Making single-tiled roof over the terrace, one of the mamlutdar's kutcherries at Peint ..	1,822	1,261 13 9		
Building quarters and out-houses for the post-master at Nassick	810	286 2 5		
Erecting post office at Munmar near railway station	2,864	421 1 4	6,253 12 2	
Current and special repairs	....	3,310 7 0		
Petty repairs	....	254 5 6	3,564 12 6	
COMMUNICATIONS.				
New Works.				
Constructing road over the Sindeh Pulset Ghaut	27,963	13,593 14 2		
Completing road from Yeola to Munmar	63,635	15,766 11 11		
Ditto from Nundoor to Kolhar ..	35,689	10,685 8 11		
Making a road at the foot of the Chundapooree Ghaut	6,967	2,001 5 9		
Clearance of a cart road from Harsool to Peint.	5,000	2,017 5 10		
Metalling road through the town of Nassick..	2,445	2,438 1 6		
Miscellaneous minor works	....	831 2 1	47,334 2 2	
Current and special repairs	....	75,075 9 2		
Petty repairs	....	38 10 8	75,114 3 10	
MISCELLANEOUS PUBLIC IMPROVEMENTS.				
New Works.				
Repairing the water channel around Dhondoo Mahadeo's hawood	725	419 3 4		
Special repairs to dhurumsallas and tanks ..	....	683 12 1	1,102 15 5	
ESTABLISHMENT	....	24,404 3 10		
CONTINGENCIES	....	4,779 2 0	29,183 5 10	21¾ per-cent on expenditure.
Grand Total....Rupees			1,63,345 12 8	

STATEMENT showing the Expenditure sanctioned for Public Works under the Executive Engineer, Ahmednuggur and Nassick, during the year 1865-66.

Names of Works.	Amount of Estimate.	Expenditure up to 30th April 1865.	Estimate for 1865-66.	Remarks.
AHMEDNUGGUR.—IMPERIAL.	Rs.	Rs. a. p.	Rs.	
Military.				
New Works.				
Restoring the Sholapoor aqueduct to increase the supply of water in camp	12,468	....	12,468	
Barracks for the Royal Horse Artillery	1,40,813	17,003 14 1	40,813	
Paving the floors of the Cavalry barracks	17,295	8,189 3 2	5,465	
Stables for the Cavalry	45,035	33,155 0 2	15,035	
Current and special repairs	11,490	....	10,111	
Petty and emergent repairs	5,689	....	5,006	
Civil Buildings.				
New Works.				
Constructing new treasury room and guard-room	3,854	....	3,854	
Current and special repairs	2,416	....	2,126	
Petty repairs	900	....	792	
Communications.				
New Works.				
Bridge over the Goar river on the Poona and Ahmednuggur road	1,04,650	34,202 10 6	30,000	
Current and special repairs	44,461	....	39,126	
Miscellaneous Public Improvements.				
Petty and emergent repairs to aqueduct	425	....	374	
Establishment, including salaries and contingencies	....	....	72,721	
NASSICK—IMPERIAL.				
Military.				
Current and petty repairs	475	....	418	
Civil Buildings.				
New Works.				
Constructing a new mamlutdar's kutcherry at Sawurgaum	9,799	4,315 0 0	5,484	
Current and petty repairs	629	....	554	
Special repairs	2,933	948 0 3	1,986	
Communications.				
New Works.				
Constructing road from Yeola to Munmar	63,635	50,775 0 0	12,860	
Do. road from Nandoor to Kolhar	68,727	38,542 0 0	30,185	
Special repairs	23,356	13,109 0 0	10,247	
Current repairs	95,018	....	83,616	
Establishment, including salaries and contingencies	....	....	37,756	
Grand Total....Rupees	....	....		

STATEMENT of Expenditure proposed to be entered in the Budget Statement for 1866-67.

Description.	Amount of Estimate.	Computed Expenditure up to 30th April 1866.	Amount required for Expenditure in 1866-67.	Remarks.
MILITARY.	Rs.	Rs.	Rs.	
Barracks for Royal Horse Artillery.....	2,46,153	55,000	80,000	
School buildings for European Cavalry ..	21,646	.....	21,646	
Recreation rooms, regimental refreshment shop, and workshops	18,500	.....	18,500	
Day room for women	630	.....	630	
Four new cook-rooms	21,080	.....	21,080	
Conservancy works for European lines ..	7,478	.....	7,478	
Apothecary's quarters (Artillery lines)....	1,052	.....	1,052	
COMMUNICATIONS.				
Metalling the road from the foot of the Emampoor Ghaut to Pyton	2,02,397	60,124	60,000	
Improving the part of the Poona and Ahmednuggur road which lies in the Ahmednuggur collectorate, including deviations, enlarging waterways, bridging nullas, curbing, and planting trees	88,047	.....	50,000	
Constructing masonry drains and culverts on the Pyton road between the foot of the Emampoor Ghaut and Pyton	20,218	.....	20,218	
Improving Ahmednuggur and Dhond road	2,00,650	.....	50,000	
Kurmulla road (Ahmednuggur and Sholapoor line).....	50,098	.....	50,098	
Constructing masonry drains and culverts between Ahmednuggur and Yeola	85,829	.....	40,000	
Bridge with approaches across the Goar river	1,04,650	.....	.....	
Constructing bridges on the Dhond road, viz:—				
Bridge at Arungaum 4,260				
Do. at Kolgaum 3,042				
Do. at Nargaum 4,045				
Do. at Kudkee..... 4,045				
	15,392	.....	15,392	
	2,55,969	.....	65,490	
NASSICK DIVISION.				
A road between Nandoor railway station and Warrewara	8,284	.....	8,284	
Road from Ambawurkeir to the railway station at Koondeewaree (Neephar)....	39,119	.....	15,000	
Roads in the Peint state	25,000	.....	15,000	
Godavery bridge at Nassick	83,000	.....	40,000	
Total...Rupees	1,55,403	.....	78,284	

9

SATTARA COLLECTORATE.

GENERAL SKETCH OF PROCEEDINGS IN THE PUBLIC WORKS DEPARTMENT FOR THE PAST SEASON OF 1864-65, WITH A STATEMENT OF PROPOSALS BOTH FOR THE CURRENT YEAR 1865-66 AND THE NEXT YEAR 1866-67.

By the Acting Executive Engineer.

The accompanying statement marked C shows in detail all works executed, whether by the Revenue or the Public Works Departments, with the expenditure on them, and the funds from which the expenditure was met in 1864-65 in the Sattara Collectorate. The total expenditure from *Imperial Funds* was Rs. 4,53,079 ; from *Local Funds* Rs. 22,732. The expenditure from Imperial Funds was divided as follows :—

Original works	Rs.	3,07,021
Repairs	„	72,879
Establishment and contingencies	„	73,179

The Local Fund expenditure was divided into—

Original works	„	20,962
Repairs	„	450
Establishment	„	1,320

The principal Imperial original works carried on were quarters for 24 families attached to the barracks at Sattara, and the trunk road from Sheerwul through Sattara to the Warna River, 104 miles. The family quarters are completed, as is also the road from Sheerwul to the Warna River (the limit towards the south of the collectorate), with the exception of one work—the bridge over the Quoina River at Kurrar (30 miles south of Sattara). Although the road is so far completed, it has been found that additional cross drainage is required for the portion of it between Sattara and the Warna River, 64 miles, and Government have called for an estimate of the cost for providing this and for metalling this part of the road also. This estimate is now ready and amounts to Rs. 1,77,143, and to do part of the work is one of the proposals for 1866-67.

The bridge over the Quoina River at Kurrar was by far the most important work, whether from a general or professional point of view. Of those carried on last year in this district, some very unexpected difficulties were encountered in getting in the foundations of this bridge. This has been reported to Government, and the matter is under consideration. The sanction for this work is Rs. 1,25,000, but it is feared that the bridge cannot be built for less than 6 lakhs.

In addition to the above, Rs. 15,274 has been expended on the road from the site of the Kurrar Bridge to the Konkun foot of the Koombarlee Ghaut, 46¾ miles. The surface of this road is complete as a moorum road (with the 9 miles of ghaut metalled). There remain, however, to build parapet-walls to dangerous parts of the ghaut and to some of the bridges. Rs. 21,272 of the sanctioned estimate yet remain unexpended, and much less than that amount would quite complete the road. There are more pressing wants than this to be attended to, and therefore this work is not entered in the list of proposals for 1866-67. When the money can be spared, it would be as well to complete the road.

The principal original works on which the Local Fund expenditure was incurred are the road from Islampoor to Ashta, 12 miles, and the improvements of the lower Keilghur Ghaut, 7 miles long, one of the approaches to Mahableshwur. As regards the propcsals for the coming season, the Local Fund Budget has not yet been sanctioned. It is detailed in the accompanying memorandum by the Collector, and the sanctions as they at present stand for Imperial works are as shown in the statement marked D attached. The bridge over the Quoina River is the only important work in progress or sanctioned for the current year. The others, though the aggregate of the sanctions, including repairs, amounting to Rs. 3,57,247, are not important, and require no further notice than the enumeration in the list, if any of the proposals for next year could be transferred to the current year, there is the list of them to choose from. They are numbered (the black Nos.) in the order of their importance. Of these proposed works for 1866-67, the proposed allotments for the Quoina Bridge (1); for additional waterway and metalling to the road from Sattara to the Warna (2); Metalling road from Sheerwul to Sattara (3); and for the improvements to the road from Mhar to the foot of the Wurrunda Ghaut—in progress—(4), with the unavoidable charge for repairs and establishment, take up more than 5½ lakhs. Government have not yet called for any estimate for metalling the Sheerwul to Sattara Road, but the road from Poona to Sheerwul is to be metalled in parts, and an estimate for metalling the road from Sattara southwards has been called for. Metal is required on the road very much; the bad moorum, which only can be obtained, will not stand much traffic. Of new roads the one most required is a junction of the Wurrunda Ghaut with the new Poona Road at Sheerwul. For more than 50 miles as the crow flies between the Wurrunda and Koombarlee ghauts there is no road for carts across the ghauts. The new Poona-Belgaum line will now soon be joined from Kurrar by a first class road to almost a seaport, Chiploon, and it would seem that the approaching completion of the road from Mhar to the foot of the magnificent Wurrunda Ghaut also called for the junction

of the Deccan end of the Wurrunda Ghaut with the new Poona-Belgaum Road at Sheerwul. At present the Wurrunda Ghaut is of little use in the rains owing to the impassable gap between it and the Deccan cart roads. The Wurrunda Ghaut, however, is at present only moorumed, and if any amount of traffic is to use it in the rains, it will be necessary to metal it. This indeed will sooner or later be unavoidable all over the district, since the more roads are made the more will the traffic be, and the better must the roads be made.

As for the proposals for 1866-67 to be carried out from Local Funds, it would appear that Rs. 25,000 is the amount that will probably be available to budget against. Of this amount Rs. 7,000 will be required for the preservation of roadside trees, and the Rs. 18,000 balance must be expended on road repairs and in defraying expenses of travellers' bungalows and any very necessary minor repairs, though the amount is quite inadequate for even this; it is therefore unnecessary to propose any original works for 1866-67.

J. R. ARTHUR,
Collector of Sattara.

C. A. GOODFELLOW, Captain, R.E.,
Acting Executive Engineer S. D.

C.

STATEMENT showing Expenditure on all Public Works, whether by the Revenue or Public Works Departments, and whether incurred from Imperial or Local Funds, in 1864-65.

Names of Works.	By Budget Sanction.		By other than Budget Sanction.		Withdrawals.		Actual Sanction.	Cost.	Remarks.
	Sanction.	Amount.	Sanction.	Amount.	Sanction.	Amount.			
IV.—Communications.		Rs.		Rs.		Rs.	Rs.	Rs.	
Roads and Bridges.				18,143					
				7,000					
Road from Sattara *viâ* the Kamatkee Ghaut to Sheerwul.	97 of M. B. and 45 of S. B.	30,000 20,000	G. R. No. 860, dated 19th April 1865.	3,251 3,110 10,000 1,280	.....	....	92,784		
Bridges on the road from Sattara to Sheerwul.	114 of M. B. and 46 of S. B.	5,000 40,000	.....	....	.....	....	45,000		
Bridge over the Neera at Sheerwul	47 of ditto	9,173	G. R. No. 860, dated 19th April 1865.	2,720 3,034 1,584	.....	....	16,511	2,22,385	
Road from Sattara to Warna	98 of M. Budget..	5,000	.....	....	.....	....	5,000		
Large bridges on the Sattara-Warna Road.	113 of M. Budget..	40,000	.....	....	G. R. No. 858, dated 19th April 1865.	1,000	30,000		
Small bridges and drains on the ditto ditto..	.....	....	G. R. No. 861, dated 19th April 1865.	24,721	.....	....	24,721		
Bridge over the Quoina River at Kurrar ..	112 of M. B. and 47 of S. B.	25,000 15,000	.....	....	G. R. No. 858, dated 19th April 1865.	3,000	37,000	31,086	
Road over the Koombharlie Ghaut	48 of S. Budget.	16,800	.....	....	.....	....	16,800	15,274	
I.—Military.									
Family quarters for 24 families	18 of M. Budget ..	15,292	G. R. No. 860, dated 19th April 1865.	11,857	.....	....	27,149	27,694	
Constructing guardroom, solitary-cells, and storerooms and apothecary's quarters.	.....	....	G. R. No. 164, dated 20th January 1864.	889	.....	....	889	889	
Repairs ..... Current ..	Part II. of M. Budget.	57,204	.....	....	.....	....	57,204	55,435	
Repairs ..... Special ..		4,050	.....	....	.....	....	4,050	2,834	

EXPENDED BY THE COLLECTOR OF SATTARA FROM IMPERIAL FUNDS.								
Road repairs	.....	....	.....	....	.....	....	....	11,625
Minor works, such as alterations and repairs to kutcherries and other Government buildings.	.....	....	.....	....	.....	....	....	2,250
EXPENDED BY THE EXECUTIVE ENGINEER, SATTARA DISTRICT, FROM IMPERIAL FUNDS.								
I.—*Military.*								
Building a dwarf-wall in front and side verandas of the apothecary's quarters.	.....	....	Supt. Engineer's No. 2933, dated 22nd June 1864.	64	.....	....	64	64
Making emergent repairs to a portion of the cookhouse and the rear staircase of the Hill Fort barrack.	.....	....	Ditto No. 4099, dated 31st August 1864.	132	.....	....	132	132
Constructing a deadhouse for the European Infantry hospital, Sattara.	.....	....	G. R. No. 481, dated 1st March 1865.	530	.....	....	530	555
Erecting a screen-wall to the necessaries of the European Infantry barracks.	.....	....	Ditto No. 1128, dated 19th June 1864.	948	.....	....	948	950
Making certain emergent repairs to the veranda of the Hill Fort barrack.	.....	....	Supt. Engineer's No. 3437, dated 21st July 1864.	202	.....	....	202	186
II.—*Civil Buildings.*								
Converting a portion of the veranda of the mamlutdar's kutcherry at Kurrar into a treasury room.	.....	....	G. R. No. 2262, dated 25th Nov. 1864.	649	.....	....	649	644
Making certain improvements to the stamp office in the Huzree bungalow compound.	.....	....	Supt. Engineer's No. 6383, dated 19th December 1864.	260	.....	....	260	190
Special repairs to the Targaum mamlutdar's kutcherry at Musoor.	.....	....	Ditto No. 5638, dated 5th Nov. 1864.	396	.....	....	396	329
Renewing portions of the wall of the guard-room in the Huzree bungalow compound.	.....	....	Ditto No. 3047, dated 15th August 1864.	399	.....	....	399	394
Carried over....	.....	....	.....	....	.....	....	3,60,688	3,72,910

STATEMENT C—(*continued*).

Names of Works.	By Budget Sanction.		By other than Budget Sanction.		Withdrawals.		Actual Sanction.	Cost.	Remarks.
	Sanction.	Amount.	Sanction.	Amount.	Sanction.	Amount.			
II.—*Civil Buildings*—continued.		Rs.		Rs		Rs.	Rs.	Rs.	
Brought forward....	.....	....	.....	....	.....	....	3,60,688	3,72,910	
Constructing a temporary house for the overseer of the Cinchona plantation at Lingmulla, Mahableshwur.	.....	....	Supt. Engineer's No. 1451, dated 7th March 1865.	Estimatd. amount 445	.....	....	195	195	
Permanent porch to the Residency bungalow.	.....	....	G. R. No. 2143, dated 7th Nov. 1864.	501	.....	....	501	499	
Renewing the roof of the 2 dispensary rooms of the Police hospital, Sattara.	.....	....	Supt. Engineer's No. 6505, dated 26th December 1864.	827	.....	....	827	771	
Certain improvements to the female ward of the Civil hospital, Sattara.	.....	....	G. R .No. 1974, dated 13th October 1864.	50	.....	....	50	49	
Emergent repairs to the face of the bund of the Yenna lake at Mahableshwur.	.....	....	Ditto No. 1389, dated 19th March 1864.	1,285	.....	....	1,285	1,285	
Reconstructing the abutment of a slab-drain on the Sattara-Mahableshwur road.	.....	....	Supt. Engineer's No. 3124, dated 1st July 1864.	142	.....	....	142	141	
Constructing a dip instead of a small drain on ditto ditto.	.....	....	Ditto No. 3125 ditto.	102	.....	....	102	99	
Removing masses of soil, moorum, and rock fallen on the Koombharli Ghaut road, and rebuilding retaining-wall.	.....	....	Ditto No. 4383, dated 19th Sept. 1863.	2,952	.....	....	2,952	2,951	
Reconstructing 4 drains on the Sattara-Mahableshwur road.	.....	....	Ditto No. 4811, dated 1st October 1864.	537	.....	....	537	501	
Rebuilding a retaining-wall fallen on the Koombharlie Ghaut, and filling in road surface and repairs to adjacent drain.	.....	....	Ditto No. 5689, dated 8th Nov. 1864.	752	.....	....	752	266	
Emergent repairs under authority of G. N. dated 18th March 1862.									
Closing the W. and S. sides of the ventilators of the permanent barracks.	.....	....	.....	....	.....	....	....	18	
Renewing the wooden platform of the Rifle range at Sattara.	.....	....	.....	....	.....	....	....	49	

Emergent repairs to the cookroom and privy in the Arsenal compound, and removing the old gate of the Hill Fort barrack.	.....	....	.....	....	.....	....	....	24
Renewing the covered masonry drain of the washhouse of the European Infy. hospital.	.....	....	.....	....	.....	....	....	41
Making emergent repairs to the guardroom on the Hill Fort.	.....	....	.....	....	.....	....	....	16
Special repairs to the mamlutdar's kutcherry, Sattara.	.....	....	.....	....	.....	....	....	20
Emergent repairs to posts and wire for traversing mail bags over the River Yenna on the Sattara-Mahableshwur road.	.....	....	.....	....	.....	....	....	32
Ditto ditto on the River Wusna on the old Sattara-Poona road.	.....	....	.....	....	.....	....	....	27
Establishment.								
Salaries 62,021								
Travelling allowances 10,295								
	72,316	....	.....	....	.....	....	72,316	72,316
Contingencies	746	....	.....	....	.....	....	746	746
Surveying charges	.....	....	G. R. No. 957, dated 4th April 1857.	117	.....	....	117	117
Total Expenditure by the Executive Engineer and Collector of Sattara from Imperial Fund	.....	....	.....	....	.....	....	4,41,210	4,53,079
EXPENDED BY THE COLLECTOR OF SATTARA FROM LOCAL FUND.								
Islampoor and Ashta Road	.....	....	.....	....	.....	....	....	11,465
Lower Kailghur Ghaut	.....	....	.....	....	.....	....	....	7,376
Travellers' bungalow repairs	.....	....	.....	....	.....	....	....	450
Ditto ditto establishment.....	.....	....	.....	....	.....	....	....	1,320
Expended by the Collector of Sattara from Reserve Fund on small works, such as village wells, &c.	.....	....	.....	....	.....	....	....	2,121
Total Expenditure by the Collector of Sattara from Local Fund....	.....	....	.....	....	.....	....	....	22,732
RUTNAGHERRY COLLECTORATE.								
Road from the foot of the Koombharlie Ghaut to Chiploon and Gowulkote.	99 of M. B.	26,000	G. R. No. 848, dated 18th April 1865.	1,500	.....	....	27,500	28,663
Carried over....	.....	....	.....	....	.....	....	27,500	28,663

STATEMENT C—*(continued)*.

Names of Works.	By Budget Sanction.		By other than Budget Sanction.		Withdrawals.		Actual Sanction.	Cost.	Remarks.
	Sanction.	Amount.	Sanction.	Amount.	Sanction.	Amount.			
Rutnagherry Collectorate—continued.		Rs.		Rs.		Rs.	Rs.	Rs.	
Brought forward....	.....	....	.....	....	.. ....	....	27,500	28,663	
Bridges on the road from the foot of the Koombharlie Ghaut to Chiploon and Gowulkote.	111 of M. B.	16,000	.....	....	G.R.No.848, dated 18th April 1865.	1,500	14,500	14,598	
Renewing the ceiling plaster of the Assistant Collector's bungalow at Hurnee.	.....	....	Supt. Engineer's No. 490, dated 24th Jan. 1864.	98	.....	....	98	98	
Rebuilding portion of the Gowulkote dwarf-wall.	.....	....	Ditto No. 6056, dated 28th Nov. 1864.	1,801	.....	....	1,801	782	
Repairing certain damage done to the dry stone dwarf-wall at Gowulkote.	.....	....	Ditto No. 2562, dated 27th April 1865.	406	.....	....	406	406	
Constructing toll-houses and bars in the Rutnagherry Collectorate.	.....	....	Ditto No. 7099, dated 21st Dec. 1863..	....	.....	....	....	60	
Constructing a bridge at Dapoolie	.....	....	G. R. No. 1539, dated 20th August 1864.	2,378	.....	....	2,378	2,172	
Total Expenditure by the Executive Engineer S. D. from Imperial Fund	.....	....	.....	....	.....	....	46,683	46,779	
TANNA OR COLABA COLLECTORATE.									
Improvements to the road from Mahar to the foot of Wurrundah Ghaut.	100 of M. B.	16,994	.....	....	.....	....	16,994	9,598	
Bridges on the road from ditto to ditto	115 of ditto.	15,795	.....	....	.....	....	15,795	10,854	
Total Expenditure by the Executive Engineer S. D. from Imperial Fund	.....	....	.....	....	.....	....	32,789	20,452	
						Grand Total....Rupees	5,20,682	5,43,042	

J. R. ARTHUR,
Collector of Sattara.

C. A. GOODFELLOW, Captain, R.E.,
Acting Executive Engineer S. D.

D.

SANCTIONS from Imperial Fund for 1865-66.

Names of Works.	By Budget Sanction.		By other than Budget Sanction.		Expenditure up to 31st July 1865.	Remarks.
	Item.	Amount.	Sanction.	Amount.		
Military.	Rs.	Rs.		Rs.	Rs.	
Plunge-bath for European Infantry barracks	62	3,900	.....	....	....	
Improvements to the Rifle range	63	3,454	.....	....	...	
IV.—*Communications.*						
Bridge over the Quoina river	176	76,014	.....	....	16,297	
Small bridges and drains on the Sattara-Warna road	....	....	.....	*....	3,472	* The estimated and sanctioned amount for these works is Rs. 3,96,145; the expenditure to the end of 1864-65 has been Rs. 4,03,163. No allotment made for this year, except a sanction for Rupees 2,290 for additional work.
8 large bridges on the Sattara-Warna road	....	....	.....	*....	611	
Flooring the Torlic river bridge on ditto	.....	....	.....	....	185	
Direct road between Kowta and Waee	.....	....	G. R. No. 307, C. W. 1259 dated 9th June 1865.	4,500	....	
Repairs current	Part III. of P. W. B. for 1865-66.	78,571	.....	....	20,104	
Establishment	Part IV. of ditto.	83,850	.....	....	24,560	
I.—*Military.*						
Constructing 4 washhouses, one for each of the 4 permanent barracks at Sattara.	.....	....	G. R. No. 5 M. W., 959 dated 1st May 1865.	1,620	100	Reserve Fund 1865-66.
Making emergent repairs to the bungalow in the Arsenal compound at Sattara.	.....	....	Supg. Engr. No. 3815, dated 20th June 1865,	238	238	Special Repair Fund 1865-66

STATEMENT D.—(*continued*).

Names of Works.	By Budget Sanction.		By other than Budget Sanction.		Expenditure up to 31st July 1865.	Remarks.
	Item.	Amount.	Sanction.	Amount.		
II.—*Civil Buildings.*	Rs.	Rs.		Rs.	Rs.	
Rough paving the Assistant Collector's bungalow at Kassegaum, and covering the paving with a layer of chunam.	.....	....	Supg. Engr. No. 2611, dated 28th April 1865.	231	231	Reserve Fund 1865-66. Completed.
Renewing the Mamlutdar's kutcherry at Meera in the Sattara collectorate.	.....	....	G. R. No. 47 C. W., 1,001 dated 6th May 1865.	3,126	....	Reserve Fund 1865-66.
Constructing a propagating house for the Cinchona plantation at Lingmulla, Mahableshwur.	.....	....	Do. No. 89 C. W., 1,049 dated 12th May 1865.	2,553	....	Ditto.
Renewing the wooden ceiling of the 3rd Assistant Collector's office at Sattara.	.....	....	Supg. Engr. No. 3163, dated 19th May 1865.	735	....	Special Repair Fund 1865-66.
Constructing a temporary house for the Overseer of the Cinchona plantation at Lingmulla, Mahableshwur.	.....	....	Do. No. 3,606, dated 8th June 1865.	250	182	Ditto.
Constructing a house, with out-offices connected by a covered passage, for the Superintendent Cinchona plantation at Lingmulla, Mahableshwur.	.....	....	G. R. No. 291 C. W., 1241 dated 8th June 1865.	5,750	....	Reserve Fund 1865-66.
Making additions and alterations to the Mamlutdar's kutcherry at Punderpoor.	.....	....	Supg. Engr. No. 3859, dated 22nd June 1865.	1,005	....	Special Repair Fund 1865-66.
Renewing the wooden ceiling of the 1st Assistant Collector's office, situated in the Huzree bungalow compound.	.....	....	Do. No. 3841, dated 21st June 1865.	80	....	Ditto.
Erecting a partition-wall between the 2nd Assistant Collector's and the District Deputy Collector's offices in the Huzree bungalow compound.	.....	....	Do. No. 4003, dated 28th June 1865.	51	43	Reserve Fund 1865-66.
Making certain additions and alterations to the Mamlutdar's kutcherry at Eta in the Sattara collectorate.	.....	....	G. R. No. 456 C. W., 1430 dated 1st July 1865.	2,669	....	Ditto.
Erecting a shed for carriages or horses in front of the Adawlut Wara at Sattara.	.....	....	Supg. Eng. No. 2689, dated 1st May 1865.	139	138	Ditto. Completed.
IV.—*Communications.*						
Executing special repairs to the approaches to the tunnel.....	.....	....	Do. No. 3915, dated 24th June 1865.	84	75	Special Repair Fund 1865-66. Completed.

Fixing guard stones on the dangerous parts of the Konel Khind, and of building a skew drain required near the Torlie river.	.....	....	Do. No. 4226, dated 5th July 1865.	374	366	Reserve Fund 1865-66.
Repairing road near foot of Nahanee Ghaut	.....	....	Do. No. 4510, dated 18th July 1865.	.187	....	Special Repair Fund 1865-66.
Repairing certain damage done to the road between Sattara and Warna.	.....	....	Do. No. 4951, dated 2nd July 1865.	445	410	Ditto.
Add by other than Budget sanction	.....	23,437	.....	....	....	
Total for Sattara Districts....	.....	2,69,226	.....	....	....	
RUTNAGHERRY COLLECTORATE.						
IV.—*Communications.*						
Road from the foot of the Koombharlie Ghaut to Chiploon and Gowulkote.	165	50,000	.....	....	11,987	
II.—*Civil Buildings.*						
Putting up 9 weatherhoods to the Sir-carkoon's kutcherry at Unjunwell.	.....	....	G. R. No. 71 C. W., 1,019 dated 10th May 1865.	61	67	Reserve Fund 1865-66. Completed.
Executing special repairs to the Protestant Church at Dapoolie	.....	....	Supg. Engr. No. 3768, dated 17th June 1865.	403	249	Special Repair Fund 1865-66.
IV.—*Communications.*						
Repairing certain damage done to the dry-stone dwarf-wall at Gowulkote.	.....	....	Do. No. 2562, dated 27th April 1865.	1,566	....	Ditto. Completed.
Total....	.....	50,000	.....	2,030	....	
Add by other than Budget sanction....	.....	2,030	.....	....	....	
Total for Rutnagherry District.....	.....	52,030	.....	....	....	
TANNA OR COLABA COLLECTORATE.						
IV.—*Communications.*						
Improving the road from Mhar to the foot of the Wurrundah Ghaut.	166	20,898	.....	....	3,820	
Bridges on the road from ditto ditto....	177	15,093	.....	....	1,728	
Total for Tanna Districts....	.....	35,991	.....	....	....	
Grand Total for Sattara, Rutnagherry, and Tanna or Colaba Collectorates....	.....	3,57,217	.....	....	....	

C. A. GOODFELLOW, Captain, R.E.,
Acting Executive Engineer S.D.

PART II.

DETAIL ESTIMATE FOR ORIGINAL WORK.

Government of Bombay. **For 1866-67.**

Executive Division.	PROJECTS. No.	Locality.	Description.	Amount of Estimate.	Computed expenditure to 30th April 1866.	Estimate for 1866-67.	Remarks or References.
						Rs.	
	1 3	Sattara Collectorate.	Parapet-walls to bridges and drains and raised embankments on various roads in the Sattara collectorate where such protections are requisite to prevent accidents.	16,219, being 75 per-cent in excess of the Original Estimate for Rs. 9,268.	....	16,219	Government Resolution No. 530, dated 23rd February 1857.
	2 3	....	Constructing a direct line of road between Sattara and the port of Mhar *viâ* Malcolm Pett.	6,20,641, being 75 per-cent in excess of the Original Estimate of Rs. 3,54,652.	....	....	Government Resolution No. 263, dated 28th January 1859.
	3 3	....	Road to connect the Cinchona plantation with the Panchgunee road.	8,662	....	8,662	Government Resolution No. 921, dated 12th May 1864.
	4 2	....	Road from Oomruz to Mulhar Pett.	66,072	....	50,000	.....
	5 2	....	Metalling road from Kurrar to foot of Kombharlee Ghaut.	2,33,838	....	1,00,000	.....
	6 1	....	Additional waterway and metalling road from Sattara to Warna river.	1,77,143	....	1,00,000	.....
	7 1	....	Metalling road from Sheerwul to Sattara.	....	....	....	.....
	8 2	....	Parapet-walls to Kombharlee Ghaut.	8,489	....	8,489	.....
	9 2	....	Road from Yella to Waee.	1,42,889	....	....	.....
	10 2	....	Road from Sheerwul to join the Wurrunda Ghaut.	....	....	....	.....
	11 1	....	Bridge over the Quoina river at Kurrar.	6,06,518	1,31,082	1,00,000	.....
	12 1	....	Repairs	....	....	93,571	. ....
	13 1	....	Establishment'.....	83,850	....	83,850	.....
	14 1	Tanna Collectorate.	Improvements to the road, including bridges and drains, from Mhar to the foot of Wurrunda Ghaut.	1,90,991	1,06,872	84,119	Items Nos. 166 and 177 of Public Works Budget for 1865-66.

C. A. GOODFELLOW, Captain, R.E.,
Acting Executive Engineer, S. D.

Memorandum by the Collector.

The statements regarding Imperial works which have been completed during the season ended on 30th April 1865, and what is proposed to be done during the coming season, is being drawn up by the Executive Engineer, Captain Goodfellow. Concerning this statement I have no remark to offer.

2. Captain Goodfellow has been good enough to give me a memorandum of the works he would propose for the year 1866-67, and a rough estimate of their cost. I quite concur in the selection he has made, and I trust it will have the approval of Government. I would especially remark on the importance of the road connecting Sheerwul with the Wurrunda Ghaut. I have recently travelled along the line, and though but little rain had then fallen, I found the line almost impassable. After the expense that must have been incurred in opening the Wurrunda Ghaut, it would be a great pity that what is required to make the line complete should be left longer undone.

3. In the Imperial Budget for 1864-65 a sum of Rs. 11,625 was assigned for the repairs of roads under the Collector. I annex a list (A) of the works to which this sum has been applied.

4. A sum of Rs. 2,250 was also granted for other purposes; these are to be enumerated as follows :—

Alterations in the Waee kutcherry	Rs.	325
Paving the Hazree bungalow	„	350
Alterations in the Maun kutcherry	„	37
Rewards for superintending roads	„	200
Patan kutcherry	„	38
Repairs to Government buildings	„	1,300
Total....	Rs.	2,250

5. With regard to the works executed under the control of the Local Fund Committee, I find that the balance available on the 31st of May 1864 amounted to Rs. 42,425. Of this sum a grant-in-aid of Rs. 19,693 was assigned to Imperial purposes. Of the remainder—

Rs. 11,465 were allotted to the Ashta-Islampoor road. This work is now nearly completed. A further sum of Rs. 8,240 has been assigned in the Budget for 1865-66 to pay for work which has actually been done, and a further sum of about Rs. 4,000 is required to finish it, but the Committee has not the means of providing this sum, unless it can be saved from the amount assigned for repairs.

Rs. 7,376 for the Keilghur lower ghaut road. The work has been executed under the superintendence of Dr. Cook, to whom the Committee are greatly indebted for the satisfactory manner in which, with much personal trouble, at a very inconsiderable outlay, he has opened out a most useful road. A proposal has been submitted to Government for improving this road.

Rs. 450 for Travellers' Bungalow repairs. These have been strictly necessary repairs. Much is wanted to improve the bungalows, but the

Committee cannot afford to do anything for the comfort of travellers. They have recently authorised fresh rules, which may somewhat enlarge their means, but they fear they cannot at present count on these buildings becoming self-supporting.

Rs. 1,320 for Travellers' Bungalows' establishments.

Rs. 2,121 forming the Reserve Fund. This has been very usefully expended, under the orders of the late Collector, on a number of small works, such as village wells, &c.

6. A budget was framed for the expenditure of Rs. 1,03,630 on public works during the year 1865-66, and several important works were contemplated, but a grant-in-aid to the Imperial Budget, amounting to no less than Rs. 62,618, having been required, all thought of executing new works had to be abandoned. A new budget has been framed and sent in to the Revenue Commissioner, but it has not yet been passed. The works contemplated in it are as follows; but possibly some of them may have to be left undone in consequence of the grant-in-aid :—

Repair of roads (a list of these is appended, B)	Rs.	28,650
Repair of travellers' bungalows	„	500
Travellers' bungalows' establishment	„	1,584
Roadside trees.....	„	7,500
Doodgaum Ghaut approach to the Warna River	„	1,000
Ashta and Islampoor tanks, &c., dhurumsalla at Yella.	„	2,000

7. With regard to proposals for the year 1866-67, I do not see that there is any probability of funds being available for new works of any kind.

8. Presuming that the proceeds of tolls on Imperial roads will be again appropriated for Imperial purposes, to which, it must be admitted, it is right they should be applied—at all events to the extent of repairing the roads on which they are levied,—it is not probable that more than a sum of Rs. 25,000 will be available. Of this amount more than half is the produce of the one anna cess on land levied in the Walwa talooka. It is greatly to be regretted that a similar tax is not collected elsewhere. Till this tax, or some substitute for it, is made available, there can hardly be said to be *any* Local Funds. This is especially the case now that the one per cent. Income Tax, which brought in last year no less a sum than Rs. 22,246, has been done away with.

9. Of the sum of Rs. 25,000, which I have mentioned as likely to be available for 1866-67, about Rs. 7,000 will have to be devoted to the maintenance and repair of travellers' bungalows and the preservation of roadside trees. These latter have been planted at considerable expense, and it would seem very mistaken economy to let them die now that they are approaching the maturity at which they will cease to require tending. For road repairing, then, a sum of Rs. 18,000 is all that can be counted upon, unless the Local Funds are somehow or other largely reinforced. It is unnecessary to observe that for the repair of 280 miles of road, including works of every kind, this sum is inadequate.

J. R. ARTHUR,
Collector.

Sattara, Collector's Office, 17th August 1865.

List A.

No.	Names of Roads.	Amount expended in 1864-65. Rs.	a.	p.
1	Kurad and Punderpoor road	2,280	0	0
2	Sattara and Punderpoor road	3,701	10	3
3	Kole and Nandlapoor road	149	14	0
4	Road from Kurmaleh village to tank	47	0	0
5	Joononee and Punderpoor road	1,200	0	0
6	Punderpoor and Mungulwedhé road	150	0	0
7	Phuttun and Punderpoor road	1,500	0	0
8	Mussoor and Oomruj road	450	0	0
9	Kurad and Beejapoor road	550	0	0
10	Dhywudee and Mograla road	250	0	0
11	Dhywudee and Shingnapoor road	250	0	0
12	Nurowna Khind and Mhuswud road	300	0	0
13	Road from mamlutdar's kutcherry at Patun to join Kurar and Chiploon road	150	0	0
14	Ambheree Khind on road from Wadooj to Sattara	50	0	0
15	Malseerus and Aklooj road	150	0	0
16	Bhilowdee and Akulkhope road	100	0	0
17	Repairs to country tracks between Meera and Koodal Khind, and Meera and Pamnowlee	148	0	0
	Amount not expended	198	7	9
	Total....Rupees	11,625	0	0

J. R. ARTHUR,
Collector.

Sattara, Collector's Office, 17th August 1865.

List B.

No.	Names of Roads.	Amount required for Repairs.		
		Rs.	a.	p.
1	Kurrad and Punderpoor road	2,550	0	0
2	Mussoor and Oomruj road	200	0	0
3	Sattara and Punderpoor road	2,250	0	0
4	Kurrad and Beejapoor road	3,100	0	0
5	Mussoor and Targaum road	450	0	0
6	Shirala and Peith road	500	0	0
7	Sap and Rhymutpoor road	100	0	0
8	Shirumbé and Rhymutpoor road	250	0	0
9	Punderpoor and Dhurmpooree road	1,750	0	0
10	Road from Islampoor to the boundary of the Sanglee territory	17,000	0	0
11	Meera and Bamnowlee country track	300	0	0
12	Meera and Koodall Khind country track	200	0	0
	Total....Rupees	28,650	0	0

J. R. ARTHUR,
Collector.

Sattara, Collector's Office, 17th August 1865.

10

SHOLAPOOR SUB-COLLECTORATE.

Joint Report by the Sub-Collector and Executive Engineer.

1. The expenditure from both Imperial and Local Funds during the past year in the Sholapoor Sub-Collectorate, including five talookas of the Kulladghee Collectorate, has amounted to nearly two lakhs. This sum is exclusive of amounts expended by the Revenue Department from Local sources. The following figures represent the expenditure divided under the several heads of new works, repairs, and establishment, viz :—

1864-65.

	Imperial.		Local.
New works	1,24,328	....	3,599
Repairs	34,204	....	4,560
Establishment	31,601	....	..
	Rs. 1,90,133	....	8,159

giving a grand total of Rs. 1,90,133 as expenditure from Imperial Funds and Rs. 8,159 only from Local sources. The cost of establishment on the above amounted to 18·3 per-cent. The expenditure by the Revenue Department for the same year from Local sources amounted to Rs. 1,736, exclusive of the sums above stated. Of this Rs. 523 only was for original works and Rs. 813 for repairs, with Rs. 400 for establishment.

Under the head of Civil Buildings an expenditure of Rs. 2,549 only was incurred for the improvement of the present burial-ground and the erection of a vestry therein. A quarter-guard and storeroom were also erected in the vicinity of the Police lines. A large irrigational tank selected at Koregaum in the Barsee talooka was also repaired at a cost of about Rs. 13,000, but the work was only fully completed at the commencement of the present year. In regard to "Communications" the amount spent amounted to Rs. 1,13,090, of which Rs. 30,887 was incurred on account of the Barsee tramroad, and the balance Rs. 82,203 on the Seena and other bridges on the same road. The operations at the Seena bridge during the past season were, I regret to say, not so successful as I had hoped they would have been, about one-half only of the foundations having been got in. The failure was attributable to the difficult nature of the bed of the river, principally sand, the depth to which such extends never having been

clearly ascertained before the commencement of the work. The open pit system which has hitherto been pursued has in consequence been abandoned, and by the direction of the Superintending Engineer sheet pile coffer-dams are now in course of construction for the remaining foundations. Such expenditure as has been incurred from Local Funds by the Public Works Department has been very small indeed, amounting to Rs. 8,159 for both new works and repairs. Of the former, viz. new works, a road was constructed to connect the town of Mareh with the railway station of the same name, and the construction of three boats for certain ferries in the Kulladghee collectorate.

The sum of Rs. 523, entered as expenditure by the Revenue Department on account of new works, consisted of the construction of a road to connect Mundroop with the nearest point in the Sholapoor and Beejapoor road, and the sum of Rs. 813 for the clearance of country tracks.

2. Regarding what works are proposed to be taken in hand on the commencement of the next working season, or which may now be in hand, the Imperial Budget of 1865-66 provides a sum total of Rs. 1,62,967, independently of a sum of Rs. 63,529 which has recently been sanctioned debitable to the Reserve Fund. Of this amount Rs. 1,62,529 has been provided for new works, and the balance Rs. 63,967 for repairs and establishment. In addition to the new works which were in progress at the close of the past official year, the only new work which appears in the budget of 1865-66 is that a sum of Rs. 25,926 has been provided for the construction of three new Mamlutdar's kutcherries in different parts of the collectorate, and this work is now in hand.

1865-66.

The amount available for expenditure from Local Funds during the current year amounted originally to Rs. 39,873 for the Sholapoor Sub-Collectorate only. Of this sum Rs. 27,649 has since been transferred to the Imperial Budget, and a balance therefore of Rs. 12,224 is available for expenditure by the District Local Committee and by the Public Works Department.

The Local Funds Budget of this sum provides Rs. 7,043 for new works, and the balance Rs. 5,181 for ordinary repairs, establishment, &c. The original works consist only of the construction of two or three dhurumsallas, approaches to ferries, and railway feeders, and are otherwise unworthy of note. Of the sum above stated, according to recent orders a further deduction of Rs. 7,686 on account of the 1 per-cent Income Tax has still to be made from the Budget, leaving a balance of Rs. 4,538 only to cover all expenditure during the current year for both new works, repairs, &c.

3. Regarding the new works which are most urgently required in this collectorate, and for which it is proposed provision should be made in the Budget of 1866-67, the following are submitted :—

1866-67.

1. Road to connect Sholapoor with Hooblee in the Dharwar collectorate, passing through or near Kulladghee. This road if constructed would

form a main trunk road along the east, similar to the existing one on the west, passing through Sattara and Belgaum. This road was strongly recommended by Mr. Hart, Revenue Commissioner S. D., on the occasion of the last Conference. A trial path has since been surveyed, and if required, a project might be submitted for this work at an early date.

2. Metalling that portion of the Sholapoor and Poona road lying in this collectorate, and bridging and draining certain portions of the same. This road has of late years fallen into very great disrepair, and been rendered in many places almost impassable by portions of this road being washed away owing to an insufficiency of waterway having been provided in the first instant to all bridges and drains. The whole length of this road is 60 miles, and would probably cost about Rs. 5,00,000 to place it in such repair as I have proposed. Both these works would have to be undertaken from Imperial Funds.

The following roads as feeders to the G. I. P. Railway were also recommended last year :—

1. Temboornee *via* Keim to Purandah.
2. Koordoowaree to Punderpoor and thence to some point in the Sholapoor and Beejapoor road near Zulkee.

From an insufficiency of funds from Local sources, it is not likely that either of these works can be undertaken for some considerable time. Provision was made in the Local Budget of the present year for the former of these works, but on its reduction from Rs. 40,000 to Rs. 15,000 as a grant-in-aid to Imperial Funds, the clearance of this road at a mileage rate of Rs. 500 was also suspended. The estimate for the former of these roads amounts to Rs. 1,43,643 alone, and is now under consideration. The above works would alone require more funds than are likely to be available from either Imperial or Local sources for some years to come, and it would be useless therefore to suggest other works though of less importance.

The Collector of Kulladghee states that he has no new works for which he is anxious any provision should be made in next year's Budget. Regarding Local Funds likely to be available during 1866-67 in the Sholapoor Sub-Collectorate, the amount will probably be very small indeed ; assuming that the net revenues will be the same as in the present year, minus the 1 per-cent income tax which has been abolished ; and further, that a similar grant-in-aid will have to be made available for Imperial Funds. The amount to be budgetted against would not exceed Rs. 5,000 for every description of work—a sum which is barely sufficient for ordinary repairs alone, and would preclude any new works whatever being undertaken.

A. R. SETON, Lieutenant, R.E.,

Acting Executive Engineer, Sholapoor.

LIST OF ROADS IN THE SHOLAPOOR DISTRICT.

Importance 1st and 2nd.	Construction 1st, 2nd, 3rd.	Charge.	Road from where to where.	Distance.			Traffic Return taken between 1st January and 30th June 1863.		Whether bridged, metalled, unmetalled, &c.	Complete or incomplete, in progress or suspended.	Whether Imperial, Local or Municipal Roads.	Expenditure for Repairs in 1864-65.	Expenditure sanctioned for Repairs during 1865-66.
			Moorum Roads.	M.	F.	G.	Vehicles	Beasts.				Rs.	Rs.
1	2	Public Works Department.	Bheema River on Poona Road to Sholapoor.	60	4	9	1,085	1,130	Partially bridged and moorumed. Several small culverts and drains were destroyed during the rains of 1860-61.	Incomplete. This road is falling into disrepair from want of funds to repair it properly.	Imperial.	2,207	8,328
1	1		Sholapoor to Tandoolwarree on Hydrabad Road.	14	2	187	19,855	14,981	Bridged; moorumed with the exception of 3 large nullas which require bridging.	Complete with the one exception only stated.	Ditto.	1,552	1,975
1	2		Barsee to Barsee Road Station.	21	1	208	Not accurately known, but known to be very great.		Unbridged, and moorumed only.	Incomplete. This road will shortly not be required.	Provincial.	5,910	2,994
2	2		Barsee Road Station to Timboornee.	14	5	92	2,625	4,850	Ditto ditto....	Complete.	Local.	319	733
2	1		Mareh to Mareh Railway Station.	2	1	40	..	....	Bridged and moorumed ..	Ditto	Ditto.	Completed last year.	357
				112	7	96						9,988	14,387
			Moorum Roads in course of construction.										
1	1		Barsee to Barsee Road Station.	21	1	208	..	...	To be bridged and moorumed.	In progress	Provincial.	2,79,984	1,29,485

Fair-Weather Roads.

1	3	Public Works Department.	Sholapoor to Kurnal	48	6	7	20,438	32,116	The whole of these roads are neither moorumed nor bridged; they were in the first instance only cleared, and are now kept up by filling up ruts with earth, sloping banks of nullas, clearing side drains, &c., and are scarcely passable at any other period than in the dry season. A larger sum has been budgetted for repairs during the current year than heretofore, which it is hoped will put them in good order.	Complete so far as cleared or fair-weather roads usually are.	Local.	2,353	4,351
1	3		Kurnal to the Crishna River..	38	3	40	..	....			Do.	....	
1	3		Hulsungee to Tungurgee	84	4	0	23,217	25,890			Do.	1,847	4,218
2	3		Talikote to Heepurga	29	7	188	1,633	11,241			Do.	312	1,497
2	3		Bagewarree to Mungolee	11	6	13	1,415	8,818			Do.	116	587
2	3		Soogthan to Beejapoor	45	7	197	..	....			Do.	522	2,295
2	3		Sindgee to Mungulwadee	55	0	0	..	....			Do.	405	2,745
2	3		Sholapoor to Barsee *viâ* Vyraz.	38	4	0	..	....			Do.	1,272	1,922
1	3		Yedsee to Jumgaum	15	0	0	1,819	4,69,617			Provincial.	382	554
1	3		Yermulla to Kooshmul	10	6	180	..	....			Do.	274	398
2	3		Sholapoor to Pundhurpoor....	38	4	0	..	....			Do.	1,584	1,418
2	3		Sholapoor to Akulcote.....	15	2	58	..	....			Do.	467	563
2	3		Beejapoor towards Sattara....	21	7	13	..	....			Local.	....	1,092
				454	3	100						9,534	21,640
2	3	Revenue Department.	Beejapoor towards Pundhurpoor.	8	0	55	..	....			....	....	..
2	3		Bagewarree to Hooin Heepurga.	8	0	0	..	....			....	....	..
			Mundroop to Beejapoor Road.	....			..	....			....	....	..

A. R. SETON, Lieutenant, R.E.,
Acting Executive Engineer, S. D.

10 b

LIST of LOCAL WORKS executed in the Sholapoor Sub-Collectorate during 1864-65.

No. in the Original Budget.	Works.	Amount sanctioned.	Amount expended.	Remarks.
1	2	3	4	5
		Rs.	Rs. a. p.	
126	Clearance of country tracks	* 1,084	861 12 0	* Of the sanctioned amount, viz. Rs. 1,284, Rs. 200 were transferred to the Kuladghee collectorate on account of Canara districts.
124	Road from Mareh to the Mareh Railway Station.....	1,707		
125	Do. from Mundroop to the nearest point on the Sholapoor and Beejapoor road	523	....	All these works done by the Executive Engineer, Sholapoor, by whom the expenditure should be filled in the 4th column.
128	Railway to dhurumsalla at Lambotee	39		
	Repairs to roads	3,692		
	Travellers' bungalows' establishment	400	212 0 0	

ESTIMATE of Receipts and Expenditure on account of Local Funds during 1865-66 *for the Budget of* 1866-67.

Number.	Name of Funds.	Anticipated Receipts during the year 1865-66.	Anticipated Disbursements during the year 1865-66.	Anticipated Balance on the 1st May 1866.	Remarks.
1	2	3	4	5	6
		Rs. a. p.	Rs. a. p.	Rs. a. p.	
1	Toll fund	25,000 0 0	* 500 0 0	24,500 0 0	* On account of the toll-bars departmentally managed.
2	Surplus cattle pound fund	3,500 0 0	....	3,500 0 0	
3	Fees on account of travellers' bungalows	150 0 0	....	150 0 0	
4	Percentage on land revenue for education.....	4,000 0 0	....	4,000 0 0	
5	Do. do. for ordinary public works	....	....	....	
6	Fees on account of taking land quarry, &c.	600 0 0	....	600 0 0	
7	Ferry fund	2,100 0 0	† 2,100 0 0	....	† Including repairs, &c. to be made by the Engineer's department.
8	Sale proceeds on account of occupancy of land in the town.	Not	known as yet.		
	Total....Rupees	35,350 0 0	2,600 0 0	32,750 0 0	

STATEMENT of Receipts and Expenditure of Road Tolls in 1864-65.

No.	Names of Road.	Places where Toll-Bars have been established.	Amount realised.	Amount expended.	Balance on the 1st May 1865.	Remarks.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	
1	Sholapoor and Poona	Bala				
2	Sholapoor and Pundhurpoor	Teereh				
3	Sholapoor and Beejapoor.....	Wurukbal				
4	Sholapoor and Barsee	Wyraz				
5	Barsee to the Yersee Ghaut.....	Yersee	26,694 12 5	7 1 11	26,687 10 6	
6	Sholapoor and Hydradad.....	Boramunnee				
7	Sholapoor and Akulkote	Khoombharee				
8	Barsee to Barsee Road Station	Papnus				
9	Pundhurpoor and Sattara	Wakhree				
		Ferry Tolls.				
1	Sholapoor to Pundhurpoor	Teereh				* Of this Rupees 1,086-12-3 for repairs, &c. were incurred by the Executive Engineer, Sholapoor, to whom the amount has yet to be paid, owing to the balances of the entire Ferry Funds in the Poona Collectorate, including Sholapoor Sub-Collectorate, having been inadvertently paid to the Executive Engineer of P. D. The debt will, however, be paid to the Sholapoor Executive Engineer out of the provision made in the Poona Local Funds Budget of 1865-66 for excess charges of ferries.
2	Sholapoor to Mundroop	Wangee.....				
3	Sholapoor to Beejapoor	Wurukbal and Taklee	2,081 0 0	*1,404 12 5	676 3 11	
4	Tooljapoor to Athnee	Begumpoor				
5	Barsee to Barsee Road Station	Papnus				

No. 1101 OF 1865.

To the ACTING REVENUE COMMISSIONER, S. D., Poona.

SIR,—In continuation of my letter No. 1080 of 21st instant, I have the honour to inform you that the whole of the former records having been removed to Kulladghee in November 1864, I am unable to afford in a complete form the information required by Government Resolution No. 1603 of 1864.

2. The following is the list of the roads now existing and in progress in the Sub-Collectorate, showing the amount required for their repairs:—

No.	Description.	Length.	Estimate for Repairs during 1865-66.
	EXISTING ROADS.		
	Imperial.		Rs. a. p.
1	Sholapoor to Tandoolwadee	14 2 183	2,367 0 0
2	Ditto to Poona	60 4 9	9,979 0 0
3	Barsee to Barsee Road Station	21 1 208	3,503 0 0
4	Sholapoor to Punderpoor	38 4 0	1,699 0 0
5	Ditto to Akulkote	15 2 58	674 0 0
6	Yedsee to Jamgaum	15 0 0	662 0 0
7	Yurmalla to Koosulumb	10 6 180	479 0 0
	Local.		
8	Marah to Marah Railway Station	2 1 40	357 0 0
9	Temboonree to Barsee Road Station	14 5 92	733 0 0
10	Sholapoor to Barsee	38 4 0	1,922 0 0
11	Do. to Beejapoor as far as Taklee	18 0 0	898 0 0
	ROADS IN PROGRESS.		
12	Barsee to Barsee Road Station	21 1 208	.....

Nos. 1 to 3 and 8 are moorum and the rest are fair-weather roads. All these roads are, I believe, in charge of the Public Works Department.

In the Local Fund Budget for 1864-65 the sum of Rs. 4,441 was allotted for the Sub-Collectorate portion under the following heads:—

New works	Rs.	3,353
Repairs to travellers' bungalows	,,	688
Establishment	,,	400
	Rs.	4,441

A statement showing the amount sanctioned and expended on account of each of the new works is with Lieutenant Seton, Executive Engineer. There are, however, no proper data in my office to show how much of the last 2 items were actually disbursed, as the bills and completion certificates are forwarded to the Collector of Poona.

4. As regards the current year's Budget, the amount originally taken as the assets of the Local Fund Budget was Rupees 40,487,* from which are to be deducted Rs. 27,649 as contribution to Imperial Funds; also Rs. 716 (Ferry Fund residue), owing to the amount required for the repairs, &c. to ferries having exceeded the actual revenue; and finally Rs. 7,636, the amount of the 1 per-cent Income Tax, leaving only Rs. 4,538 as the net balance—a sum not sufficient for repairs and establishment, the estimate for which is Rs. 5,106.

* Ferry fund	Rs.	716
Toll do.	„	29,725
Cattle pound fund	„	1,408
1 per-cent income tax..	„	7,686
Travellers' bungalow fees	„	62
Sand and quarry fees....	„	890
	Rs.	40,487

5. The Executive Engineeer, Sholapoor (Lieutenant Seton), will bring the projects for 1866-67 before the Conference, and afford all the information required by the Government Resolution No. 1603.

6. I understand there are about Rs. 1,500 arrear charges which will have to be paid from the balances for 1866-67 which will be reduced by this amount.

I have the honour to be, &c.

W. M. SALMON,
Acting Sub-Collector.

Sholapoor, 24th August 1865.

ROADS IN CHARGE OF THE REVENUE DEPARTMENT.

Relative importance.	Name and direction of Road.	Length in Miles.	Construction and Condition.	Additions and Alterations made in 1864-65.	State of Repair, &c. &c. Section 15 Government Resolution No. 1303 of 1864.	Probable amount required in Budget of 1866-67 from Local Funds.
1	2	3	4	5	6	7
						Rs.
1	Ooroolee to Jejooree	13	Unmetalled and unbridged; incomplete.	Ghaut cleared and road moorumed.	Extra work required to make the ghaut easy.	1,700
2	Sassoor to Purinche	12	Unmetalled and unbridged..	Ordinary repairs.....	Believed to be in fair order	1,200
3	Tullegaum station to town.....	3	A good broad, deeply moorumed road; one nulla bridged.	Construction completed.	Believed to be in fair order. Requires tree planting	700
4	Patus to station	3	Unmetalled and unbridged..	Ordinary repairs	Believed to be in fair order. Requires tree planting	800
5	Kheirgaum to the railway station and to the Sholapoor road.	2	Unmetalled and unbridged; incomplete.	In progress	Believed to be in fair order	700
6	Anna Ghaut road	3½	Unmetalled and unbridged..	Ordinary repairs.....	Believed to be in fair order	100
7	Bramunwarra Ghaut road.....	3½	Unmetalled and unbridged..	Ordinary repairs.....	Believed to be in fair order.....	100
8	Kendoor Ghaut road	½	Unmetalled and unbridged..	Ordinary repairs.....	Believed to be in fair order	50
						5,350

J. A. G. DUFF,

Acting Collector.

10 c

No. 686 of 1865.

From the COLLECTOR of KULLADGHEE,

To the REVENUE COMMISSIONER, S. D., Poona.

Sir,—With reference to your circular endorsement No. 2753 of 3rd instant, I have the honour to herewith forward statements giving the information required as regards Local Fund and Imperial Budgets submitted by this department.

2. Owing to the distance of Kulladghee from Poona, and the state of the roads during the monsoon, I do not intend attending the Conference at Poona, more especially as there are not likely to be any public works subjects of importance brought forward as regards this collectorate.

I have the honour to be, &c.

J. F. ARMSTRONG,

Collector.

STATEMENT showing Works entered in Local Funds Budget for 1864-65 *in the Kulladghee Collectorate.*

No.	Description of Works.	By whom repaired, &c.	At what Cost.	Remarks.
	For 1864-65.		Rs. a. p.	
1	Improving road from Bulotee ford on the Krishna to the Mulpurba River	The Executive Engineer, Belgaum. ..	2,872 0 0	
2	Cleaning the Bulotee ford of impediments	Do. do. ..	528 0 0	
3	Improvement of road from Gooludgood to Badamee.....	Do. do. ..	2,000 0 0	
4	Basket boat at Kumutgee.....	Do. do. ..	200 0 0	
	Fair-Weather Roads.			
5	From Kurnal to the Krishna river, 38*m.* 3*f.* 40*yds.*, at Rs. 40-12-8, including contingencies and establishment	Do. do. ..	1,566 0 0	
6	From Beejapoor towards Sattara, 21*m.* 7*f.* 13*yds.*, at Rs. 40-12-8	Do. do. ..	893 0 0	
7	From Beejapoor towards Punderpoor, 8*m.* 55*f.*, at Rs. 40-12-8	Do. do. ..	328 0 0	
8	Clearance of country tracks	Local Fund Committee of Kulladghee.	200 0 0	
9	Road from Bagawarree to Hooveen-Heeperga	Do. do. ..	160 0 0	
10	A portion of road from Beejapoor to Punderpoor	Do. do. ..	332 0 0	
11	Repairs to dhurumsalla at Beejapoor	Executive Engineer, Sholapoor	57 0 0	

J. F. ARMSTRONG,
Collector.

Kulladghee, Collector's Office, 15*th August* 1865.

STATEMENT showing Works, &c. inserted in Budget for 1865-66 *in the Kulladghee Collectorate.*

No.	Description of Works.	By whom to be executed.	At what Cost.			Remarks.
			Rs.	a.	p.	
1	Repairs to cleared road from Dhoolkheir to Beejapoor, 32 miles, at Rs. 50 per mile.....	Engineer Department.	1,600	0	0	
2	Do. Shindgee to Punderpoor, 55 miles	Ditto ..	2,750	0	0	
3	Do. Beejapoor towards Punderpoor	Ditto ..	400	0	0	
4	Do. to cleared road in the three talookas of Badamee, Bagulcote, and Hoongoond	Ditto ..	5,153	0	0	
5	Do. to travellers' bungalow.....	Ditto ..	110	0	0	
6	Do. to durumsalla	Ditto ..	31	0	0	
7	Special unforeseen repairs	Ditto ..	526	0	0	
8	Do. repairs to the side of nulla at Moodebehal.....	Ditto ..	500	0	0	
9	Establishment and contingencies entered in No. 4.....	.... ..	2,274	0	0	
10	Reserve fund.....	.... ..	1,584	0	0	
11	Plantation of roadside trees	Revenue Department.	2,000	0	0	
12	Grant-in-aid towards Imperial Fund	Ditto ..	14,351	0	0	

Kulladghee, Collector's Office, 15th August 1865.

J. F. ARMSTRONG,
Collector.

B.

LIST of Works proposed to be brought forward for insertion in the Budget for 1866-67.

No.	Description of Works.	By whom to be executed.	At what Cost.	Remarks.
			Rs. a. p.	
1	Clearance of road from Bagawarree to Ootnal, 5 miles, at Rs. 151 ..	Engineer Department	755 0 0	
2	Repairs to the cleared road from Halsungee to Tungargee, 84 miles, at Rs. 50	Ditto	4,200 0 0	
3	Do. Talikote to Hypergee, 30 do. do.	Ditto	1,500 0 0	
4	Do. Soongthan to Beejapoor, 46 do. do.	Ditto	2,300 0 0	
5	Do. Kurnal to Krishna River, 38 do. do.	Ditto	1,900 0 0	
6	Do. Beejapoor towards Sattara.....	Ditto	1,100 0 0	
7	Do. Bagawarree to Mungolee, 12 miles, at Rs. 60	Ditto	600 0 0	
8	Repairs to travellers' bungalow.....	Ditto	110 0 0	
9	Travellers' bungalow establishment	Ditto	155 0 0	
10	Repairs to cleared road, 85*m.* 7*f.*, in the southern talookas of this collectorate, at Rs. 60	Ditto	5,153 0 0	
11	A portion of road between Kurrar to Beejapoor	Ditto	1,200 0 0	

Kulladghee, Collector's Office, 15th August 1865.

J. F. ARMSTRONG,
Collector.

STATEMENT showing Works entered in Imperial Budgets prepared by the Revenue Department.

No.	Description of Works.	By whom repaired, &c.	At what Cost.	Remarks.
			Rs. a. p.	
	For 1864-65.			
1	Roadside trees	The Revenue Department	2,000 0 0	Out of this amount only 965-10-3 have been expended.
	For 1865-66.			
	Public Works Budget.			
1	For repairs to Civil buildings	Ditto ditto	1,000 0 0	According to P. W. Budget submitted in December 1864, No. 61. The whole amount expended.
	For 1866-67.			
1	Repairs to the Revenue buildings.....	Ditto ditto	700 0 0	This amount will be required for expenditure during 1866-67, *i.e.* from 1st May 1866 to 30th April 1867
2	Repairs to the Judicial buildings.....	Ditto ditto	300 0 0	

Kulladghee, Collector's Office, 15th August 1865.

J. F. ARMSTRONG,
Collector.

11

BELGAUM AND KOLAPOOR COLLECTORATES.

SKETCH OF PROPOSED PROCEEDINGS IN THE BELGAUM AND KOLAPOOR DIVISION OF PUBLIC WORKS FOR 1865-66.

By the Executive Engineer.

IMPERIAL.

New Works.

Protestant Church.—Item 118. Plan and estimate sanctioned for Rs. 69,038; allotment for the year Rs. 26,675. Construction of plinth in progress. The superstructure it is expected will be completed this year.

Belgaum and Kolapoor Division.

See Government Resolution No. 1303 of 16th July 1864.

Collector of Belgaum's No. 1057 of 19th August 1864.

2. *Communications.*—Item 162. *Road from Belgaum to Vingorla* viâ the Parpoolee ghaut. Allotment for the current year Rs. 1,00,000; will be spent chiefly in opening out the ghaut portion as far as possible, and in constructing minor drainage works on both the Belgaum and Vingorla approaches.

Item 174.—*Bridges on the Belgaum and Warna Road.* Allotment Rupees 39,944. This work is nearly completed.

3. *Military Works*—

Item 68.—*Stables with subsidiary buildings for Royal Artillery.* Allotment Rs. 5,000. These buildings are for the most part completed.

Item 69.—*Additional subsidiary buildings for Royal Artillery.* Allotment Rs. 9,416. These consist of battery, forge, guardroom, quartermaster serjeant's quarters, serjeant major's quarters, serjeants' messroom, workshops and magazine; will be commenced after monsoon.

Item 70.—*Constructing four new Staff Serjeants' quarters;* will be commenced after the rains. Allotment Rs. 11,224.

Tenders will be invited for the execution of the work by contract.

Item 71.—*Bathrooms to all existing washhouses of the Barracks in Fort Cantonment.* Allotment Rs. 3,518. A reference has been made to the military authorities to ascertain that no objection exists to the commencement of this work, which when completed will add much to the comfort and convenience of the men.

4. *Civil Buildings.*—Items 90, 91, 92, and 93. *Construction of Mamlutdars' Kutcherries* (on sanctioned plans and estimates) at *Belgaum* Rs. 4,000, *Khanapoor* Rs. 6,000, *Sownduttee* Rs. 7,000, and *Hoongoond* Rs. 8,000. Total allotments Rs. 25,000. The Belgaum kutcherry is very near completion at the present date. The sites for the other three have to be determined, and they will be commenced (I am in hope) by contract in October next.

5. The amounts therefore to be expended abstracted are as follows :—

1.	Military new works.....		29,158
2.	Civil buildings.....	25,000 26,675	
			51,675
3.	Communications.....	1,00,000 39,944	
			1,39,944
	Total from Imperial Fund ....Rs.		2,20,777

6. For the repairs (ordinary and petty) of all works in the Division the following sums are allotted :—

1.	Military.....Rs.		16,214
2.	Civil buildings	,,	2,285
3.	Agricultural	,,	....
4.	Communications	,,	33,116
5.	Miscellaneous public improvements	,,	123
	Total Repairs....Rs.		51,738

7. For establishments (Local direction and construction) a sum of Rupees 78,080 is allowed.

8. The total expenditure anticipated on the year from *Imperial* sources may therefore be stated as follows :—

1.	New works..... Rs.		2,20,777
2.	Repairs	,,	51,738
3.	Establishments	,,	78,080
	Total Expenditure....Rs.		3,50,595

J. G. T. GRIFFITH, Captain, R.E.,
Executive Engineer B. and K.

Executive Engineer's Office B. and K.,
Belgaum, 19th August 1865.

EXPENDITURE IN 1864-65.

Collectorates or State.	Military.		Civil Buildings.		Agricultural.		Communications.		Miscellaneous Public Improvements.		Total.	
	New Works.	Repairs.	New Works.	Repairs.	New Works.	Repairs.	New Works.	Repairs.	New Works.	Repairs.	New Works.	Repairs.
From Imperial Funds.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Belgaum	31,467	10,505	12,205	1,781	....	1,369	1,54,031	22,933	....	....	1,97,703	36,588
Kulladghee	48	1,017	1,487	11,702	....	....	....	1,738	....	....	1,535	14,457
Rutnagherry	474	1,245	....	472	....	....	....	950	....	....	474	2,667
Kolapoor	413	961	....	206	....	....	30,706	3,390	....	....	31,119	4,557
Sawunt Warree	....	....	....	....	....	....	....	2,852	....	....	....	2,852
Total Imperial....	32,402	13,728	13,692	14,161	....	1,369	1,84,737	31,863	....	....	2,30,831	61,121
From Local Funds.												
Belgaum	....	....	....	....	....	5,772	16,941	12,432	....	....	16,941	18,204
Kulladghee	....	....	....	....	....	636	6,941	2,593	....	....	6,941	3,229
Rutnagherry	....	....	....	....	....	....	....	1,541	7,902	....	7,902	1,541
Kolapoor	....	....	....	....	....	....	....	942	....	....	....	924
Sawunt Warree	....	....	....	....	....	....	759	554	....	....	759	554
Total Local....	....	....	....	....	....	6,408	24,641	18,062	7,902	....	32,543	24,470
Grand Total....Rupees	32,402	13,728	13,692	14,161	....	7,777	2,09,378	49,925	7,902	....	2,63,374	85,591

Executive Engineer's Office, Belgaum, 19th August 1865.

J. G. T. GRIFFITH, Captain, R.E.,
Executive Engineer B. and K.

Importance.	Names of Roads.	Length in Miles.	Construction and Condition.	In whose charge.
	Imperial Lines.			
1	Bombay and Madras post road, Warna river, Tehgoor	114	Moorum surface; bridging nearly complete	P. W. D.
2	Belgaum to Vingorla *viâ.* Parpoolee Ghaut	73	In progress	P. W. D.
3	Belgaum to Vingorla *viâ* Ram Ghaut	78	Moorum surface; unbridged	P. W. D.
4	Belgaum to Bagulcote *viâ* Kulladghee	87	20 miles partially drained and bridged, with moorum surface. The rest unbridged and unmoorumed	P. W. D.
	Local Lines.			
5	Gotoor to Tasgaum	58	Moorum surface. A few drains constructed	P. W. D.
6	Belgaum to Tullawaree Ghaut	35	Moorum surface; 18 miles bridged and drained, 17 miles partially and temporarily only	P. W. D.
7	Peerwarree to Chorla and Mangellee ghauts	37	Moorum surface; temporarily timber bridges	P. W. D.
8	Khanapoor to Beedee and Ulnawur	27	Moorum surface; bridged and drained	P. W. D.
9	Khanapoor to Shetownee	16	Partially moorumed; timber bridges	P. W. D.
10	Bedee to Kittoor	9	Moorum surface; partly bridged and drained	P. W. D.
11	Tenkunmurdee to Chickoree	23	Moorum surface; unbridged	P. W. D.
12	Chickoree to Neepanee	17	Ditto	P. W. D.
13	Sunkeshwur to Arbavee	21	Ditto	P. W. D.
14	Bagulcote to Ilkul *viâ* Seroor	36	Ditto	P. W. D.
15	Munoolee to Sounduttee	7	Natural surface; partially drained	P. W. D.
16	Khanapoor to Bullotee and Kollar on the Kristna	45	Natural surface; unbridged	P. W. D.
17	Neepanee to Wagotun *viâ* Phonda Ghaut	73	Ditto	P. W. D.
18	New Phonda Ghaut road	8	Suspended	P. W. D.
19	Rutnagherry to Hathcumba	7	Natural surface; unbridged	P. W. D.
20	Bagehwarree to Sownduttee	35	Ditto	P. W. D.

KOLAPOOR DIVISION OF PUBLIC WORKS.

Expenditure during 1864./1865.		Nature of Works executed.	State of Repairs of existing Roads.
New Works—Additions or Alterations.	Ordinary Repairs.		
Rs.	Rs.		
1,06,146	19,566	Completing new ghaut deviations; bridging large rivers and nullas; maintaining surface, &c.	Generally in fair order throughout; repairs well executed.
80,730	.....	Formation of road and briding small nullas.	Not opened for traffic.
.....	7,178	Maintaining the surface. ..	Ram Ghaut bad; the rest in good order.
.....	6,665	Ditto	Good from Belgaum to Mareehal and from Kulladghee to Bagulcote; bad in the other parts; the surface has never been properly formed.
.....	3,945	Ditto	In fair order; surface generally good.
.....	1,395	Ditto	In fair order; surface generally good for 18 miles.
.....	979	Ditto	In pretty fair order; surface throughout good.
.....	1,156	Ditto	In excellent order throughout.
.....	656	Ditto	In very good order on the whole.
.....	274	Ditto	In very good order on the whole.
.....	511	Ditto	
.....	546	Ditto.	
.....	489	Ditto.	
.....	1,204	Ditto.	
.....	129	Clearing ghaut of stone and smoothing surface.	Ghaut bad; remainder good.
2,872	613	Turning steep pitches by deviations, &c. *Clearing fords; smoothing.	
.....	1,113	Keeping road as clear and smooth as possible.	
.....	434	Removing slips.	
.....	101	Smoothing surface.	
1,516	.....	Clearing line; bridge of 3 arches commenced but suspended for want of funds.	Surface fair in parts, but very uneven near Baghewarree.

Importance.	Names of Roads.	Length in Miles.	Construction and Condition.	In whose charge.
21	Arbhavee to Lokapoor.....	40	Natural surface; unbridged	P. W. D.
22	Arbhavee to Nurgoond	54	Ditto	P. W. D.
23	Kolapoor to Beejapoor	102	Ditto	P. W. D.
24	Kolapoor to Gybekind.....	25	Ditto	P. W. D.
25	Dhannoor to Hoongoond and Ilkul to boundary of Kulladghee collectorate.	15	Ditto	P. W. D.
26	Portions of Kurrar and Beejapoor road	18	Ditto	P. W. D.
27	Badamee to Jallehal.....	7	Ditto	R. D.
28	Badamee to Gooludgood.....	13	Ditto	R. D.
29	Gulgullee towards Moodhole	4½	Partly moorumed; unbridged	P. W. D.
30	Reconstructing bridge on Goonjee and Setowda road	..	.....	P. W. D.
31	Road from Unkulgee to Gokak	15	Natural surface; unbridged.....	P. W. D.
32	Sookewall to Munneree	4½	.....	P. W. D.
33	Marreehal to meet the road from Hookeree to Gokak	27	Ditto	P. W. D.
34	Bargundee to Koortie	6	Ditto	P. W. D.
35	Kagwar to Shedball.....	3	Ditto	P. W. D.
36	Kulladghee to Gulgulle	6	Ditto	P. W. D.
37	Yadwar to Moodhole	4	Ditto	P. W. D.

Executive Engineer's Office, B. and K.,

Belgaum, 19th August 1865.

Expenditure during 1864-1865.		Nature of Work executed.	State of Repairs of existing Roads.
New Works—Additions or Alterations.	Ordinary Repairs.		
Rs.	Rs.		
1,147	189	Smoothing surface.	
.....	415	Ditto.	
.....	697	Ditto.	
.....	100	Ditto.	
.....	100	Ditto.	
.....	144	Ditto.	
.....	.....	Ditto.	
1,998	.....	Ditto.	
300	58	Clearing and forming.	
751	.....	Clearing and forming road.	Just completed; good.
11	.....	.....	In progress.
759	.....	Ditto	Just completed; good.
7,197	.....		
138	85	Ditto.	
119	40	Ditto.	
221	98	Ditto.	
255	54	Ditto.	

J. G. T. GRIFFITH, Captain, R.E.,
Executive Engineer B. and K.

Expenditure for 1864-65 *on Works and Repairs, exclusive of Establishments.*

Classifications.	New Works.	Repairs.	Total.
From Imperial Funds.	Rs.	Rs.	Rs.
Military	31,467	10,505	41,972
Civil buildings	12,205	1,781	13,986
Agricultural	....	1,369	1,369
Communications	1,54,031	22,933	1,76,964
Miscellaneous public improvements	....	....	....
Total Imperial....	1,97,703	36,588	2,34,291
From Local Funds.			
Military	....	....	....
Civil buildings	....	....	....
Agricultural	....	5,772	5,772
Communications	16,941	12,432	29,373
Miscellaneous public improvements	....	....	....
Total Local....	16,941	18,204	35,145
Grand Total....Rs.	2,14,644	54,792	2,69,435

J. G. T. GRIFFITH, Captain, R.E.,
Executive Engineer B. & K.

Executive Engineer's Office, B. and K.,
Belgaum, 19th August 1865.

11 a

SKETCH SHOWING THE PROCEEDINGS OF THE PAST SEASON IN THE PUBLIC WORKS DEPARTMENT.

By the Collector.

During the past year the Imperial works executed by the Engineer Department consisted of the part erection of a Mamlutdar's kutcherry in Belgaum, on which Rs. 5,014 were expended. The church in the cantonment, which was commenced eight years ago, and the construction of which was suspended before the foundations were completed, was recommenced in August 1864, and Rs. 5,395 were expended on it. The Engineer Department undertook the excavation and improvement of the tanks at Oogurgole near the Belgaum fort at a cost of Rs. 1,664 and Rs. 5,477 respectively out of the Local Funds and within this collectorate. Bridges were constructed on the Poona and Dharwar road as follows :—

A bridge was constructed over the Ghutpurba river at Sootguttee at a cost of 4,188 0 0

A bridge was completed over the Hurunkashee river at a cost of..... 23,228 0 0

A bridge was constructed over the Doodgunga river at a cost of 22,629 0 0

and approaches were made to the bridges over the Doodgunga river at Yedgunga and Hurunkashee rivers at the cost respectively of Rs. 2,860 and Rs. 9,717. The Belgaum and Dharwar road was raised and moorumed at a cost of Rs. 8,040, and the road from Mareehal to meet the road from Hookeree to Gokak was improved and cleared at an expenditure of Rs. 7,197 out of the Local Funds, which also contributed Rs. 1,147 towards the improvement of the Bugewaree, Byl Hongul, and Sownduttee road.

From the same funds a bridge was partly constructed on the Goonjee and Shetowree road at a cost of Rs. 751-3-4. Basket boats were placed at Kamutgee and Tigree on the Ghutpurba at an expenditure of Rs. 131 and Rs. 200 respectively, and a ferry boat and iron rope was set up at the Mulpurba at a cost of Rs. 1,174-2-4.

The most important work, however, which has been under the superintendence of the Executive Engineer has been the construction of the new Belgaum and Vingorla line *via* the Parpolee Ghaut, on which Rs. 80,730 were expended. These with ordinary repairs have been generally the proceedings of the Public

Works (exclusive of Military works, on which were expended Rs. 41,942) as regards the Engineer Department during the past year, and the expenditure has been Rs. 2,34,291.

By the Collector's Department the following works were carried out and their cost defrayed from Local Funds :—

Improving tank at Moorgode.....	Rs.	962	3	2
Tank at Byl Hongul.....	„	2,000	0	0

The Collector out of the Reserve fund at his disposal spent Rs. 1,107-6-4 on the repairs of chowdees, tanks, and wells, and a sum of Rs. 3,978 was expended by the Engineer's Department for repairs, Rs. 1,562 for establishments, and Rs. 2,023-8 for travellers' bungalow establishments. The total expenditure from the Local Funds during the year was Rs. 35,145, including Rs. 5,600 belonging to the Kulladghee collectorate, which was not separated till December last.

A. GREY,
Collector.

Belgaum, Collector's Office, 19th August 1865.

B.

SKETCH OF PROPOSED PROCEEDINGS OF PUBLIC WORKS FOR 1865-66.

Imperial.

The Protestant Church will be proceeded with, and it is expected that the superstructure will be completed this year.

Communications.

The road from Belgaum to Vingorla *viâ* the Parpolee Ghaut will be continued. The allotment for the current year is Rs. 1,00,000, and will be spent in opening out the ghaut portion as far as possible, and in constructing minor drainage works on both the Belgaum and Vingorla approaches.

Bridges on the Belgaum and Warna road Rs. 33,068.

Civil Buildings.

Construction of Mamlutdars' kutcherries at Belgaum Rs. 4,000, Khanapoor Rs. 6,000, and Sownduttee Rs. 7,000. The Belgaum kutcherry is very nearly completed at the present date, and the others will be commenced by contract in October.

Local Funds.

During the present season it has been proposed to execute the following works out of the Local Fund collections of 1864-65 available for expenditure in 1865-66, the net balance of which was Rs. 70,200.

To improve the Bagewaree, Byl Hongul, and Sownduttee road, at a cost of Rs. 4,000. This road, which is one of the most important in the district,

connects Sumpgaum and Sownduttee with the Imperial mail road from Belgaum to Dharwar; it is only cleared, but it has been proposed year by year to devote certain sums, as our funds will admit, to its improvement till it is traversable throughout the year by carts, when a toll will be placed on it and it will be self-supporting.

To construct a branch road from Moorgode to meet the Imperial Kulladghee road near Hulkee at a cost of Rs. 825, and to set apart Rs. 2,500 towards improving the Mareehal and Gokak road, and Rs. 2,000 towards the Khanapoor, Shetowra, and Goonjee road. It has also been proposed, with the view of bringing the roads about Belgaum to such a condition that in future ordinary repairs will suffice to keep them up, to spend on them Rs. 4,000.

It has been also proposed that Rs. 1,000 should be granted in aid of building a bridge over a nulla in the town of Sunkeshwur, the villagers having subscribed Rs. 2,000. Rs. 10,000 have been set apart to defray the expenses of improving the tank at Belgaum, sanction for which has been granted in anticipation of the Budget, and Rs. 1,000 and Rs. 2,100 have been proposed for improving the tanks of Byl Hoilgul and Kuburgee respectively. It was proposed to set apart Rs. 3,500 for a discretionary allowance to the Collector, and the cost of proportion establishment of Executive Engineer and of travellers' bungalow establishment has been calculated at Rs. 7,607, while the repairs have been estimated at Rs. 30,750.

This Budget, however, has not yet been sanctioned, and as it has been determined that a grant-in-aid to the Imperial Budget should be contributed from the balances of the Local Funds of 1864-65, and as the proportion from this collectorate has been fixed at Rs. 46,100, the proposals will have to undergo considerable modifications, as the amount left (Rs. 25,600), after deducting Rs. 10,000 for the tank at Belgaum, and Rs. 1,600 for travellers' bungalows, will amount to less than one-half the estimated cost for repairs.

The amounts to be expended in 1865-66 are as follows :—

IMPERIAL.

Civil buildings	17,000	0	0		
Church	26,675	0	0		
				43,675	0 0
Communications				1,33,068	0 0
				1,76,743	0 0
Military Works				29,158	0 0
				2,05,901	0 0

Repairs.

Civil buildings.....	1,400	0	0			
Communications	22,700	0	0			
				24,100	0	0
Military Repairs				10,060	0	0
				34,160	0	0
Exclusive of Establishment, Total....Rupees				2,40,061	0	0

The total expenditure anticipated on the year from Imperial sources may therefore be stated as follows :—

New works	1,76,743	0	0			
Military	29,158	0	0			
				2,05,901	0	0
Repairs	24,100	0	0			
Military	10,060	0	0			
				34,160	0	0
				2,40,061	0	0
Establishments, in which is included Military works				78,080	0	0
Total Imperial Funds ....Rupees				3,18,141	0	0

LOCAL FUNDS.

Communications	14,325	0	0			
Miscellaneous public improvements	16,600	0	0			
Repairs	30,750	0	0			
Establishment	7,607	0	0			
				69,282	0	0
Grand Total ....Rupees				3,87,423	0	0

A. GREY,
Collector.

Belgaum, Collector's Office, 19th August 1865.

C.

PROPOSALS FOR THE NEXT BUDGET.

If the large deduction is made of Rs. 46,100 from the Local Fund Budget for 1865-66, I would propose that the next Budget should contain those schemes which will necessarily be excluded from the present year's expenditure. In addition to these it will be proposed to bring forward for the next Budget—

For further improvement of the Bagewaree, Byl Hongul, Sownduttee road	4,000
For further improvement of the Mareehal and Gokak road	2,500
Do. do. the Khanapoor, Goonjee, and Shetowra road	2,000
Branch road from Hemarga to meet the Tinaee Ghaut road to the south	6,000
Road from Khanapoor to Jambotee	5,500
Deepening a tank at Sownduttee	7,000
Repairing an aqueduct at Neepanee	5,000
Repairing a tank at Moogutkhan Hooblee	700
Total	Rs. 32,700

The propositions for the Imperial works to be brought forward for the Budget of 1866-67 will be submitted by the Executive Engineer to the Superintending Engineer.

A. GREY,
Collector.

Belgaum, Collector's Office, 19th August 1865.

No. 802 of 1865.

From the COLLECTOR of Belgaum,

To the ACTING REVENUE COMMISSIONER, S. D.

Belgaum, Collector's Office, 24th August 1865.

Sir,—With reference to your circular No. 2939, dated the 19th instant, I have the honour to inform you that I have consulted Captain Griffith, the Executive Engineer, and he has submitted, as far as the short notice which he has received will permit, the information required in section 11 to 18 of Government Resolution No. 1303, dated the 16th July 1864.

2. The information required in section 19 and succeeding sections is as follows.

Exclusive of Imperial Funds, the following were the sources of income from which public works were constructed during 1864-65, and the amounts realised during that year :—

	Gross amount.		Net amount.
Toll fund	51,627	....	49,496
Ferry fund	3,690	....	3,416
Cattle pound fund	5,963	....	5,898
Travellers' bungalows' fees	1,409	....	1,409
One per-cent income tax	25,000	....	24,262

3. It is proposed to obtain funds from the same sources during 1865-66, and it is expected that the following will be realised :—

	Gross amount.		Net amount.
Total fund	48,799	....	48,799
Ferry fund	1,886	....	100
Cattle pound fund	7,926	....	6,042
Travellers' bungalows' fees	1,349	....	563
Sand and quarry fees	350	....	137
One per-cent income tax for three months	6,641	....	6,001

4. In 1866-67 the same, with the exception of the income tax, which has been abolished :—

	Gross amount.		Net amount.
Toll fund	38,000	....	38,000
Ferry fund	1,800	....	1,000
Cattle pound fund	8,000	....	6,000
Travellers' bungalows' fees	1,400	....	600
Sand and quarry fees	300	....	300

5. There has been a considerable falling off in the sales of the contracts for toll funds this year, and as bridges are completed on the Belgaum and Kolapoor road the collections from ferry funds naturally fall off.

6. I have no remarks to offer regarding creating additional sources of income, beyond stating that I am convinced that a one-half or one anna land cess for the construction of local works might be imposed and collected *with* the consent of the ryots without any difficulty.

7. There are no plans for constructing roads, railways, or tramways in this district with the aid of other than public funds.

I have the honour to be, &c.

A. GREY,
Collector.

No. 810 OF 1865.

To J. W. HADOW, Esq.,
Acting Revenue Commissioner, S. D.,

Belgaum, Collector's Office, 26th August 1865.

SIR,—In reply to your letter No. 2976, dated the 24th instant, I have the honour to inform you that the only roads which can be termed provincial are those from Arbhavee to Lakapoor, Arbhavee to Nurgoond, and Belgaum to Khanapoor, which is continued to Juggulpet, Soopa, and the Unshy Ghaut to Cadara or Mullapoor on the Kalanudee.

2. Of the roads classed as Imperial, the road from Belgaum to Tegoor is continued beyond the limits of the Southern Maratha Country, and is the high road to Madras. The other roads are confined to this presidency.

3. With reference to your 3rd paragraph, I beg to state that the local roads were repaired by the Executive Engineer's department from Local Funds, and that besides ordinary special repairs have been estimated for to the amount of Rs. 2,109.

I have the honour to be, &c.

A GREY,
Collector.

11 b

PROPOSALS FOR THE IMPERIAL BUDGET OF 1866-67.

Military.

		Rs.
1.	Additional barrack accommodation for the European Infantry in the cantonment. Probable amount	1,50,000
2.	Adapting existing barracks to the rules laid down in Colonel Crommelin's memoranda.....	2,100
3.	Constructing two bullock-sheds in the Commissariat cattle lines, camp Belgaum.....	1,626
4.	Substituting stone-paving for the present earthen floor in the Arsenal gunshed in the fort, Belgaum	5,133
5.	Constructing *latrines* (on dry conservancy system) for the Native Infantry lines at Belgaum	2,340
6.	Ditto a *privy* for the European Artillery at Belgaum ..	1,551
7.	Additions and alterations to 2 *privies* in the European Infantry barracks to adapt them to the dry conservancy system	1,800
8.	Proposed *urinaries* (detached for the European Infantry barracks, Belgaum). Probable amount.....	2,100
9.	Staging pendalls on new Belgaum and Vingorla road ..	35,394
	Total Military, Belgaum....	2,02,044
10.	Alteration (roofing, &c.) to privies at Kolapoor to adapt them to dry conservancy system.....	5,000
	Grand Total, Military....Rs.	2,07,044

J. G. T. GRIFFITH, Captain, R.E.,
Executive Engineer B. and K.

Executive Engineer's Office, B. and K.,
Belgaum, 21st August 1865.

Civil Buildings.

		Rs.
1.	Purchase of residence for the Judge at Kulladghee	11,350
2.	Buildings for the Collector of Kulladghee	30,000
3.	Do. for the Judge do.	20,000
4.	New Civil hospital at Belgaum	10,000
5.	Mamlutdar's kutcherry (with towers) at Khanapoor....	3,596
6.	Do. do. Sownduttee.....	3,170
7.	Do. do. Hoongoond	4,508
8.	Protestant Church in the Belgaum cantonment	33,538
9.	Jail at Belgaum	35,000
	Do. at Kulladghee	40,000
	Total Civil Buildings....	Rs. 1,91,162

J. G. T. GRIFFITH, Captain, R.E.,
Executive Engineer B. and K.

Executive Engineer's Office B. and K.,
Belgaum, 21st August 1865.

Communications.

		Rs.
1.	Converting the semi-permanent bridge at Hongeh into a permanent masonry one.....	10,535
2.	Road from Belgaum *viâ* Parpoolee Ghaut to Vingorla..	1,00,000
3.	Bridging all large rivers and nullas on the same line ..	1,50,000
4.	Bridge across Mungotee nulla on the Belgaum and Kolapoor road	6,514
5.	Bridge over Gotoor nulla	15,000
	Bridge over Warna river	40,000
	Bridge over Punchgunga river	30,000
	Bridge over Malpurba at Hooblee.....	25,000
6.	Improving Bombay and Madras road	50,000
	Total Communications....	Rs. 4,27,049

J. G. T. GRIFFITH, Captain, R.E.,
Executive Engineer B. and K.

Executive Engineer's Office B. and K.,
Belgaum, 21st August 1865.

after providing for works which may be necessarily excluded from the Budget of the current year.

Communications.

		Rs.
1.	For further improvement of the Bagehwarree, Byl Hongul, and Sownduttee road	4,000
2.	Do. of the Mareehal and Gokak road	2,500
3.	Do. Khanapoor, Goonjee, and Shetowree road	2,000
4.	Constructing branch road from Hemarghee to meet the Tinaee Ghaut road to the south	6,000
5.	Road from Khanapoor to Jambotee	5,500
6.	Travellers' bungalows on new line from Belgaum to Vingorla	15,000
	Total Communications ....Rs.	35,000

Agricultural Tanks.

1.	Deepening a tank at Sownduttee.....	7,000
2.	Repairing an aqueduct at Nepanee.....	5,000
3.	Repairing a tank at Moogutkhan Hooblee	700
	Total Agricultural.... Rs.	12,700

J. G. T. GRIFFITH, Captain, R.E.,
Executive Engineer B. and K.

Executive Engineer's Office B. and K.,
Belgaum, 21st August 1865.

12

RUTNAGHERRY COLLECTORATE.

MEMORANDUM FOR THE PUBLIC WORKS CONFERENCE OF 1865.

By the Executive Engineer.

The Rutnagherry Collectorate is formed of a narrow tract of hilly country averaging 30 miles from the top of the ghauts to the sea. In a district so limited in width there cannot be any question as to the *system* of roads that would best serve its wants—a trunk road from north to south, with branch lines east and west, to the several passes of the ghauts and to the most important towns, both inland and at seaports. The locality of this trunk road is even defined to a position nearly central. This advantageous position is as well one of necessity, from the road having to avoid the numerous creeks that intersect the country. This will be readily seen by a glance at the map.

2. Towards the accomplishment of this system of roads scarcely anything had been done prior to the year 1864, for reasons I imagine best known to Government. But since, and by the introduction of the Local Funds system of Public Works, a beginning has been made, and the urgent wants of these districts seem now likely to be realised, and it is hoped both fully and speedily.

3. Owing to the hilly nature of the country, the tracing out of roads is not such an easy matter, but with some knowledge of locality and a little engineering experience, that can be done both well and economically, and although there are many physical difficulties in the way of easy road making, yet from there being an abundance of the best constructing materials, a very good *unbridged* road can be made for the small sum of Rs. 1,000 per mile. Bridges are not absolutely required, and therefore need not be thought of till the other more pressing wants of the district are realised. The rainfall below the ghauts is so great, exceeding 100 inches, that were there the best of *bridged* roads there would be no traffic on them at the time the bridged streams were flooded. It would be best to treat such streams by constructing across them *dips* of masonry.

4. With such facilities for road making, and in a country where there cannot be a yard of road without it be built, and when it is taken into considera-

tion the enormous hardship that the absence of practicable communication entails on the people, the little that has been done seems as nothing.

The following statement will show—

1*st.*—Existing roads prior to July 1864.

2*nd.*—What has been done to July 1865.

3*rd.*—What is proposed for 1865-66.

4*th.*—What for 1866-67.

5*th.*—And what to complete the system of roads.

The records of the Rutnagherry office have not been received as yet from the Sattara and Belgaum offices, and consequently there is not any data to furnish information regarding other Public works not Communication.

R. W. WOODHOUSE, C.E.,

Executive Engineer, Rutnagherry.

Rutnagherry, 24th August 1865.

A.

STATEMENT SHOWING EXISTING ROADS PRIOR TO JULY 1864.

No.	Names of Roads.	Class of Road in Miles.			In charge of	Remarks.
		1st.	2nd.	3rd.		
1	Dapoolee to Hurnee	8	..	..	P. W. Dept.	Connects Dapoolee with the coast.
2	Hurnee towards Bankote	..	..	2	Rev. Dept.	Terminates no where.
3	Dapoolee towards Khed	..	..	10	Ditto.	Road incomplete, and at present of very little use.
4	Khed to Chiploon	..	..	5	Ditto.	Ditto ditto ditto.
5	Chiploon to Koombarlee Ghaut	..	.	13	P. W. Dept.	Connects the bunder of Chiploon with the Deccan.
6	Rutnagherry towards Hatkumba	..	5	..	Ditto.	Incomplete, and only serves local traffic.
7	Rajapoor towards Gowkhudee	..	..	5	Rev. Dept.	Incomplete, and of very little use.
8	Waghotan towards Achree	..	..	5	Ditto.	Ditto ditto ditto.
9	Kancowlee to Phonda Ghaut	..	..	8	Ditto.	Incomplete, and serves local traffic.
10	Rajapoor to Kussarda	..	..	24	Ditto.	Connects Rajapoor with the Deccan by the Phonda Ghaut.
11	Waghotan to Phonda Ghaut, ghaut included	..	40	..	P. W. Dept.	Connects the port of Waghotan with the Deccan.
12	Waghotan to Viziadroog	..	12	..	Rev. Dept.	Serves local traffic.
13	Vingorla to Ramghaut	..	34	..	P. W. Dept.	Vingorla and Belgaum road.
	Total....	8	91	72		

N.B.—By 1st class is meant a made road, bridged and drained throughout
2nd class, a made road, unbridged and partly drained.
3rd class, cleared track, practicable by carts, but neither bridged nor drained.

	Miles.
Total 1st class road ..	8
Do. 2nd do. ..	91
Do. 3rd do. ..	72
Grand Total....	171

R. W. WOODHOUSE, C.E.,
Executive Engineer, Rutnagherry.

B.

STATEMENT SHOWING THE WORK DONE IN 1864-65.

No.	Names of Roads.	Class of Road constructed in Miles.			By what Department constructed.	Remarks.
		1st.	2nd.	3rd.		
1	Chiploon towards Khed	..	..	8	Local Funds, Rev. Department.	Cleared as a cart road; work about two-thirds done.
2	Gowulkote and Chiploon towards Khombarlee Ghaut	15	..	..	Imperial Funds, P. W. Department.	
3	5 miles from Rutnagherry towards Rajapoor	..	6	6	Local Funds, Rev. Department.	In progress, and will be of no use till completed.
	Total....	15	6	14		

N.B.—By 1st class is meant a made road, bridged and drained throughout.
2nd class, a made road, unbridged and partly drained.
3rd class, cleared track practicable by carts, but neither bridged nor drained.

	Miles.
Total 1st class road.....	15
Do. 2nd do.	6
Do. 3rd do.	14
Grand Total....	35

R. W. WOODHOUSE, C.E.,
Executive Engineer, Rutnagherry.

C.

STATEMENT SHOWING ROAD WORKS PROPOSED FOR 1865-66.

No.	Names of Roads	Class of Road in Miles. 1st.	2nd.	3rd.	4th.	By whom will be constructed.	Probable amount required. Rs. a. p.	Remarks.
1	Khed to Latwan	..	16	..	..	P. W. Dept	13,000 0 0	This is portion of the north and south road from Latwan to Mhar. The Colaba Local Funds Committee have allowed Rs. 17,000. Surveys have to be made. None of the sum has been budgetted for.
2	Khed to Chiploon (to complete)	..	16	..	..	P. W. Dept. and Rev. Dept.	6,400 0 0	Required to complete. Communication with Bombay None of the amount budgetted for.
3	Chiploon to Koombarlee Ghaut	15	..	..	..	P. W. Dept	50,000 0 9	The amount sanctioned in the Imperial Budget for 1865-66.
4	Portion of line from Rutnagherry to Rajapoor to complete.....	..	25	..	..	P. W. Dept. and Local Fund.	20,000 0 0	None of the amount has been budgetted for. The survey of the line is in progress and will be complete with estimate, by the end of next month. Local Funds could contribute Rs. 4,000.
5	Rajapoor to Kassarday	..	24	..	..	P. W. Dept	7,200 0 0	To improve road from 3rd class to 2nd class. None of the amount budgetted for.
6	Vingorla to Shiverda and thence to Malligaum in the Sawunt Waree State ..	..	..	..	19	Do. do	5,825 0 0	Required to improve to a bullock track, 12 feet wide; sanctioned Rs. 1,338, paid by Sawunt Waree State.
	Total....Miles	15	81	..	19	Total....Rs.	1,02,425 0 0	
						Amount sanctioned.	54,000 0 0	
						Amount requiring sanction.	48,425 0 0	

N. B.—By 4th class road is meant a bullock track only.

	Miles.
Total 1st class road	15
Do. 2nd do.	81
Do. 4th do.	19
Grand Total in Miles	115

R. W. WOODHOUSE, C.E.,
Executive Engineer, Rutnagherry.

D.

STATEMENT SHOWING ROAD WORKS FOR 1866-67.

No.	Names of Roads.	Class of Road in Miles.			Probable amount of Cost.	By whom carried out.	Remarks.
		1st.	2nd.	3rd.			
					Rs. a. p.		
1	Chiploon to near Rutnagherry	..	30	..	30,000 0 0	Public Works Department.	The line has been surveyed, and the project will most likely be in time for the Budget of 1866-67.
2	Kasurday to Malwun	..	35	..	35,000 0 0	Ditto	A portion of North and South. This line has to be surveyed. The distance is only approximately noticed.
3	Viziadroog to the Kajurda Ghaut.....	..	20	..	30,000 0 0	Ditto	The line has not been surveyed as yet. The ghaut is not included in the Rs. 30,000.
4	Improving communications constructed in 1864-65 and 1865-66	..	..	..	10,000 0 0	Ditto and Revenue Department.	This sum is intended to improve steam crossing by building *dips* and sloping the sides, &c.
	Total 2nd Class.....	..	85	..	1,05,000 0 0	....	The probable amount that will be required.

N.B.—This statement of course in a great measure depends on the preceding.

R. W. WOODHOUSE, C.E.,
Executive Engineer, Rutnagherry.

E.

STATEMENT SHOWING THE ROADS REQUIRED TO COMPLETE THE SYSTEM OF ROADS IN THE RUTNAGHERRY COLLECTORATE.

No.	Names of Roads.	Class of Road in Miles.				Probable cost of Work.			Remarks.
		1st.	2nd.	3rd.	4th.	Rs.	a.	p.	
1	Chiploon to Goohagur sea-coast	..	20	..	..	20,000	0	0	Not yet surveyed. Will form an important road.
2	Sungmeshwur to Amba Ghaut	..	24	..	..	24,000	0	0	Do. do. do.
3	Dewrook to Lanjee	..	18	..	..	18,000	0	0	These are all important lines to complete system of roads.
4	Rajapoor to Kajeerda Ghaut	..	24	..	..	24,000	0	0	
5	Kajeerda Ghaut	9	..	..	..	2,00,000	0	0	
6	Rajapoor to the mouth of the Moochkoondee	..	..	20	..	10,000	0	0	
7	Coast line of road from Bankote to Rasee	..	..	165	..	41,250	0	0	This line of coast road is very necessary to connect the several seaports by land.
8	Konkowlee to Achree	..	..	16	..	8,000	0	0	
9	Usgamut to Sawunt Waree	..	30	..	..	30,000	0	0	This sum might be paid by the Waree State.
	Total 1st class	9							
	Do. 2nd do.	..	116						
	Do. 3rd do.	..	..	201					
	Grand Total 326 Miles	..	..	..	..	3,75,250	0	0	Say 3¾ lakhs of rupees.

R. W. WOODHOUSE, C.E.,
Executive Engineer, Rutnagherry.

12 a

No. 1077 OF 1865.

From the COLLECTOR of RUTNAGHERRY,

To the ACTING REVENUE COMMISSIONER, S. D.

Rutnagherry, Collector's Office, 21st August 1865.

SIR,—In accordance with the instructions contained in the Government Resolution which accompanied your memorandum marginally noted, I have the honour, as I am unable myself to attend the Public Works Conference about to be held at Poona, to transmit herewith statements giving all the information required by Government as far as our Local Fund Committee is concerned, and to offer a few remarks by way of explanation. The Executive Engineer will himself supply the information required regarding his own department.

Government Resolution (Public Works Department) No. 344 E—1661 of the 1st August 1865, received under Revenue Commissioner's circular endorsement No. 2753 of the 3rd idem.

2. There is an almost wearisome simplicity I fear in the narration both of what has been attempted and what it is desired to do in order to provide for the wants of this district, and as these have also been for some years past often brought forward, they must by this time be pretty well known. As, however, some reference to the wants of the district is necessary in order to show the grounds on which past and proposed operations in the Local Fund and Public Works departments are founded, a brief reference to them will be necessary.

3. This district after having been about fifty years under our rule is still almost totally destitute of all means of communication, either between its chief towns themselves or between them and other districts.

4. Though an excellent permanent cleared cart road can be made at the moderate average mileage cost of Rs. 500, or a good permanent road (unbridged of course) for that of Rs. 1,000, yet to the present time the chief town (Rutnagherry) of the district has not a single road even of the former description connecting it with any other town in any single direction whatever, while no two large towns in the whole district are yet connected together by any such road, and only two towns (Vingorla and Chiploon) have a good road leading from them to other districts, and one other town (Rajapoor) has a very circuitous and ordinary cart road of the first description above mentioned connecting it also with the Deccan.

5. Such is the nearly total want of roads that most of the traffic has to be carried on by means of coolies, reluctantly carrying loads on their heads, and yet

this district pays a higher revenue, in proportion to its produce, to Government than any other, and itself absorbs little of the general revenues in other ways.

6. As explained in my report laid before the Conference last year, and as will be manifest from an inspection of the sketch map accompanying of roads proposed, the first want of the district is a great road running through its length from south to north (from Vingorla to Chiploon) and on to some point near Mhar on the Bombay and Mhar road. This road must be sufficiently far inland to turn the heads of the innumerable sea creeks, as otherwise its cost would be increased tenfold. Such a road would pass through the two largest towns in the collectorate and many others of importance, connect all its talookas together, and give it an outlet by land to Bombay available during even the rains. I believe there is hardly a difference of opinion as to the prior importance of this road among all who have known the district intimately for years past, and accordingly the want of such a road is the first that our Local Fund Committee desire to see supplied, and to this end whatever exertions it has been able to make during the past year have been directed. It is also proposed to apply whatever sources may be placed at its disposal during the current year 1865-66 and the coming year 1866-67 to the same object, as, until it is completed, it seems undesirable to divert these funds to minor works, excepting only necessary repairs.

7. I will only in conclusion refer to my letter to your address, No. 995 of the 1st instant, extract paragraphs 4, 6, and 7 of which is appended for ready reference, and hope that some arrangement may be made that will enable our Local Fund Committee, with the aid of the Executive Engineer, to carry out the works described in the accompaniment No. 2 as proposed to be executed during the present year.

I have the honour to be, &c.

H. B. BOSWELL,
Collector.

[Accompaniment No. 1 to letter No. 1077 of the 21st August 1865.]

SKETCH OF THE PROCEEDINGS OF THE PAST SEASON 1864-65 IN THE PUBLIC WORKS DEPARTMENT, SHOWING THE EXPENDITURE FROM LOCAL FUNDS.

All that the Local Fund Committee have been able to do during the year 1864-65 with the funds at their disposal, with the exception of a few repairs of existing tracks and paths, has been—

1*st*.—The improving or construction of about 11 miles of road between Chiploon and Khed at a cost of Rs. 3,961-1-5, being a portion of the proposed main line of road to run north and south through the collectorate, shown in the map laid before the Conference of last year. The above portion of road is made passable for carts. There remain about 5 miles to be constructed in order to connect Chiploon with Khed.

2nd.—The improving or construction of 18 miles of road between Rutnagherry and Rajapoor, being another portion of the same North and South road. This with 8 miles previously completed makes the entire completed portion of this road 26 miles, now passable for carts, but useless until the remaining 16 miles have been completed, as the portions constructed are detached, and until the whole road is finished, each portion leads no where. This is the only road of any kind any part of which is yet completed within the Rutnagherry Talooka, and its completion is of the greatest importance to the town of Rutnagherry, which at present is perfectly isolated and unable to import a single cart-load of grain from any other part. The total cost of the work done out of the funds sanctioned for expenditure in the past year has been Rs. 8,121-13-6.

The accompanying map will make the above plain. I must observe, however, that owing to difficulties that arose, the sums available for the above works allotted last year out of the balance of 1863-64 were not all expended before the 30th April, but the works were carried on until stopped by the rains, and the remainder of the sums allotted expended as shown above. As the execution of the whole of these works belonged to 1864-65, and was made out of the sums sanctioned for the expenditure in that year, I have shown the whole works as if actually completed up to the 30th April 1865, but in case fuller detail is required, the appended figured statement will give it.

I leave it for the Executive Engineer to explain what has been done in the way of preparing plans and estimate for the road from Chiploon to Rutnagherry, being a third portion of the same North and South road. It is hoped that these will be completed in time for entering in the Budget for 1866-67, as the construction of this road was first taken under consideration and I believe determined on by Government in 1863. It is in fact the most generally important portion to the district of the North and South road, and has not been commenced by our Local Fund Committee only because they had no funds, and as its survey had been ordered to be executed by the Engineer Department.

H. B. BOSWELL,

Rutnagherry, 21st August 1865. Collector.

[Accompaniment No. 2 to letter No. 1077 of the 21st August 1865.]

PROSPECTIVE SKETCH OF WHAT IS PROPOSED TO BE DONE IN THE COMING SEASON OF 1865-66.

1. To complete the remaining portion of road between Chiploon and Khed (No. 1 of works of last year), should funds permit of it, at a cost of about Rs. 5,000, so as to make the whole of this portion of the North and South road passable for carts. Our Local Fund Committee had allotted Rs. 5,172 for this work in their Budget for the present year, but owing to the subsequent appropria-

tion of a large portion of the funds calculated on, they have had to abandon the idea of completing this road, or of even carrying the work on any further during the present year, unless, as is hoped in any re-apportionment of funds, the sum at first budgetted for may be placed at their disposal. With reference to this subject I would refer you to my letters as per margin to your address.

No. 693 of 29th May 1865.
No. 995 of the 1st August 1865.

2. To complete the remaining 16 miles of road at present not made between Rutnagherry and Rajapoor (work No. 2 of last season), thus putting Rutnagherry into communication with Rajapoor, the town of at least third importance in the collectorate, and with the Deccan by way of the Phonda Ghaut, which is already connected by a cart track with Rajapoor.

About Rs. 10,000 are required to complete this road as a good permanent road. Our Local Fund Committee had in their first Budget for this year resolved to expend Rs. 7,760 on this work, but in consequence of the reduction of the funds placed at their disposal, already alluded to, can now only devote Rs. 2,533 to this object, the importance of which I have already explained when showing what was done regarding it last year.

H. B. BOSWELL,

Rutnagherry, 21*st August* 1865. Collector.

[Accompaniment No. 3 to letter No. 1077 of the 21st August 1865].

STATEMENT SHOWING WHAT IT IS PROPOSED TO BRING FORWARD FOR THE NEXT BUDGET FOR EXECUTION IN 1866-67.

1. To complete the road from Chiploon to Khed as a good cart road, and carry it on towards Latwun (on the way to Mhar) as far as funds will permit. The execution of the portion from Latwun to Mhar beyond our district has been undertaken by the Colaba Local Fund Committee.

2. To improve as far as funds will permit the road from Rutnagherry to Rajapoor (which it is hoped will be completed this year), by adding any cross drains that are found necessary, and erecting side walls where the roadway is raised more than 2 to 3 feet.

3. To improve the track from Palee (a point on the Rutnagherry and Rajapoor road) to the foot of the Amba Ghaut.

4. To improve the track from Dapoolie to Khed.

5. To improve the road from Kunlowlee to the foot of the Phonda Ghaut.

6. General repairs to existing roads and tracks.

H. B. BOSWELL,

Rutnagherry, 21*st August* 1865. Collector.

EXTRACT (paragraphs 4, 6, *and* 7) *of a Letter from the* COLLECTOR *of* RUTNAGHERRY *to the* ACTING REVENUE COMMISSIONER S. D., *No.* 995 *of the* 1*st August* 1865.

4. Government have long ago admitted the great want of roads in this district, and have shown their sense of the extent and urgency of this by their Resolution marginally noted, and by appointing a special Engineer officer to the work; yet excepting the road down the Ghaut to Chiploon, not a mile of road has been constructed by Government yet within the district since their Resolution No. 2225 was passed on the 11th November 1863. Is it not then extremely to be regretted that the only work in progress in the whole district tending to relieve the admitted existing wretched state of matters should be so delayed by the withdrawal of the funds allotted to it that it will be dragged on for five or six years longer before it will be completed, instead of being finished in another year or two ?

Government Resolution No. 1069 of 16th May 1865.

6. But I have a still stronger ground for urging the consideration of this question. This district, and the town of Rutnagherry in particular, is now suffering severely from its isolation. We have had two scanty harvests running, the last an extremely deficient one indeed, and at the present time we have the prospect of another insufficient harvest from the deficient fall of rain most of last month. The results are that all necessaries of life for the poor are now at exorbitant prices, as you will see from the accompanying table, and nothing can be done. We have not the means at this season of importing a cart load of grain into the place, because Rutnagherry has not even one single cart track connecting it with any other town whatever, and this in a country where we have made, and can any day make, a permanent cart road, such as the Executive Engineer has lately seen and approved here, for the small sum of Rs. 1,000 a mile.

7. Rupees 20,000 would complete the road between this and Rajapoor and put us in communication with the Deccan before next monsoon. I do not think it is too much to expect that Government, who last year expressed their willingness to favour works undertaken for the relief of the want, will, if possible, provide this small sum, or that at least such portion of our Local Funds as have been divested from this purpose should be returned to it.

(True extract)

H. B. BOSWELL,
Collector.

STATEMENT SHOWING THE EXPENDITURE IN 1864-65 OUT OF THE FUNDS AUTHORISED TO BE EXPENDED UP TO 30TH APRIL 1865.

No.	Names of Works.	Expended from 1st May 1864 to 30th April 1865.	Expended subsequently to 30th April 1865 till works were stopped by rains.	Total.	Remarks.
		Rs. a. p.	Rs. a. p.	Rs. a. p.	
1	Making road between Rutnagherry and Rajapoor *viâ* Lanje	4,397 1 3	3,724 12 3	8,121 13 6	
2	Ditto Chiploon and Khed	3,961 1 5	.....	3,961 1 5	
3	Petty repairs to roads, &c. in the Rutnagherry collectorate	4,972 5 6	.....	4,972 5 6	

H. B BOSWELL,

Collector.

Rutnagherry, 21*st August* 1865.

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DHARWAR COLLECTORATE.

No. 689 of 1865.

PUBLIC WORKS DEPARTMENT:

Executive Engineer's Office, Dharwar, 22nd August 1865.

To the COLLECTOR of DHARWAR.

SIR,—With reference to your endorsement on Revenue Commissioner's letter No. 2753, dated 3rd August 1865, I have the honour to mention that a brief general sketch referred to in the 2nd paragraph of the Government Resolution No. 344 E—1661 of 1865 has already been submitted to the Superintending Engineer in the shape of my concise annual report, accompanying letter No. 411 of 30th May 1865 of my office. As this document is available in the Superintending Engineer's office, and as time presses, I do not delay these Conference papers to prepare a copy of it.

2. As to the further information required, I beg to forward you Statements **A**, **B**, and **C**.

A gives the expenditure on works both Imperial and Local; **B** shows the sanctioned works for the present year; **C** shows the works which will in all probability be included in the next Budget Statements from my office; that is, it is a list of projects from which selections for Budget for 1866-67 will be made by the Superintending Engineer S. D.

I have the honour to be, &c.

J. H. E. HART,

Executive Engineer D. D

A.

STATEMENT OF WORKS AND EXPENDITURE THEREON IN 1864-65.

[See also Concise Report for 1864-65.]

	Grant in 1864-65.	Expenditure in 1864-65.	Remarks on Works done in year 1864-65.
IMPERIAL.	Rs.	Rs.	
Muduk tank	12,000 B	7,509	Opened out to irrigation about 3 miles of canal; strengthened some of the head works.
Kullahalla dam	1,570	1,349	Built several outlets, and improved portions of the canal.
Bunkapoor and Hurryhur road..	1,24,811 B	1,36,588	Completed about 20 miles of the earthwork and about 10 of the mooruming; made considerable progress with the large bridges.
Dharwar and Bunkapoor road ..	15,000 B	13,987	Coated about half the road with moorum; altered several portions of the line, and built several drains.
Bunkapoor and Moondgoode road.	4,094 B	3,911	Little or nothing. Chiefly an expenditure of paying for work done in previous year.
Hooblee and Annigherry road ..	20,000 B	28,300	Mooruming of about 8 miles of road nearly completed.
Annigherry and Guduk road....	19,576 B	19,005	Mooruming of road nearly completed. Several bridges made. Considerable progress.
Godhullee bridge	8,275	5,376	Masonry of bridge completed; timber work nearly so.
Hebsoor bridge	1,969	524	The bay which failed repaired.
Tenai Ghaut road work.....	545	573	A little finishing-up done to road.
Yongul bridge.....	2,000	2,000	Completed. About half the bridge built in season.
Mamlutdars' kutcherries at Kulgutgee and Heerekeroor	2,049	2,088	Finished.
Erecting prison room and record room at Seagaum	983	871	Do.

	Grant in 1864-65.	Expenditure in 1864-65.	Remarks on Works done in year 1864-65.
	Rs.	Rs.	
Additions and alterations to record-rooms at Guduk and Hooble, &c	108	62	Finished.
Erecting record shelves to Heereekeroor and Kulgutghee kutcherries	617	591	Do.
Additions and alterations to Kurrujghee kutcherry	1,464	1,470	Do.
Additions and alterations to Hooblee Mamlutdar kutcherry....	337	334	Do.
Partition wall in prison room, Hangul	40	40	Do.
Drain near Lingunmut	436	436	Do.
Railings to Civil hospital	976	782	Do.
Partition to wall, prison room, Roan	76	71	Do.
LOCAL.			
Four bridges on Dharwar and Goa road.....	29,851	24,338 B	Astolee bridge arched; Sannearkop founded; Lingunmutt completed; Arwudgee built to springing.
Seagaum and Savnoor road	2,000	237 B	900 slight clearances effected.
Dharwar and Hullihall road	....	3,988	Six miles of road moorumed.

NOTE.—Items marked B are those sanctions contained in the regular Budget.

J. H. E. HART,
Executive Engineer D. D.

B.

WORKS IN PROGRESS IN THE YEAR 1865-66.

	Amount of Estimate.	Amount expended up to 30th April 1865.	Grant for 1865-66.	Remarks on Work which will be done in present official year.
BUDGET SANCTION.	Rs.	Rs.	Rs.	
Mudduk tank sluice and canal	93,245	36,785	15,000 B	About one mile of new canal will be opened. Large aqueduct built.
Bunkapoor and Hurryhur road and bridges.	2,10,513 1,62,501	2,40,012	1,44,827 B	Road will probably be completed with large bridges.
Dharwar and Bunkapoor road.....	46,257	23,280	15,000 B	Road will probably be completed.
Annigherry and Guduk road and bridges	1,16,232	68,823	49,836 B	Road will be completed.
Bunkapoor and Moondgode road.....	59,495	52,028	7,284 B	Ditto.
Hooblee and Annigherry road	1,50,901	1,42,810	8,000 B	Ditto.
SANCTIONS EXCLUSIVE OF BUDGET.				
Bridge Linguinmutt. Additional waterway	3,042	....	3,042	Will be completed.
Making gallows and triangle for Kulladghee jail	425	....	425	Has been completed.
SANCTIONS NOT REGULARLY ALLOTTED AS YET.			Required.	
Godhullee bridge	8,275	5,376	2,900	Ditto.
Hebsoor bridge	1,969	524	1,445	Ditto.
Kullala dam	22,330	22,109	221	Ditto.
	Military.	Civil Buildings.	Agricultural.	Communication.
Ordinary and Petty Repairs.	738	8,188	4,620	45,898
			Grand Total....	59,444

J. H. E. HART,
Executive Engineer D. D.

C.

STATEMENT OF WORKS PROPOSED FROM WHICH SELECTIONS ARE TO BE MADE FOR INSERTION IN NEXT BUDGET, *i. e.* FOR 1866-67.

Order of Importance.		Amount of Estimate.	Expenditure up to 30th April 1865.	Probable expenditure up to 30th April 1866.	Amount required for 1866-67.
	IMPERIAL.	Rs.	Rs.	Rs.	Rs.
1	Canals including Mudduk tank sluice, &c	93,245	36,785	51,785	20,000
2	Bunkapoor and Dharwar road .. .	46,257	23,280	38,280	7,977
3	Improvement to Dharwar and Goa road.	1,18,900	5,371	2,900	20,000
4	Dumbul and Hesroor road	20,775	....	....	20,775
5	From Guduk to Hullikerry	80,872	....	....	20,000
6	Repairing damages on Annigherry and Guduk road and Sool bridge	Unknown as yet. 5,804	... .	....	Probably 15,000 5,804
7	Hunmode to Goa frontier	6,379	....	....	6,379
8	Fixing glazed windows in record-room Mamlutdar's kutcherry at Kurrujghee.	576	....	....	576
9	Alterations to Collector's kutcherry for treasury	7,133	....	....	7,133
10	Additional record-shelves to Mamlutdar's kutcherry at Heerekeroor	596	....	....	596
11	Making additional waterway to Alugwaree bridge	2,991	....	....	2,991
12	Metalling Hooblee and Sunguncuttee Cope road	86,257	....	....	30,000
13	Hooblee and Sholapoor road	3,69,098	....	....	40,000
14	Road from Dharwar to Kulgutghee and bridges	72,417	5,243	....	15,000
15	Sumsghee and Herlihally road with bridges	3,14,044	....	....	20,000
16	Turrus and Kargoode road project....	Estimate under preparation.	....	....	20,000
	LOCAL.				
1	Bridges on Dharwar and Goa road ..	85,899	45,760	30,000	20,000
2	Dharwar and Hullihal road.....	21,257	3,988	....	17,296
3	Dharwar and Behuttee road	6,573	....	....	6,573
4	Erecting two timber bridges on Dharwar and Behutty road	12,860	....	....	10,000
5	Dharwar and Saweetullee road	1,50,966	....	....	20,000
6	Travellers' bungalow on Hooblee and Yellapoor road	9,090	....	....	5,000

NOTE.—For damages estimate is under preparation. Last column shows the amounts which can with economy be expended on each work, but the total does not represent the sum which could be spent in one year. With economy, our economic expenditure is limited to between 3 and 4 lakhs in the year.

J. H. E. HART,
Executive Engineer D. D.

14

CANARA COLLECTORATE.

PROCEEDINGS OF THE PUBLIC WORKS DEPARTMENT DURING THE SEASON 1864-65.

By the Collector.

The total expenditure on Public Works in Canara during the past year has been Rs. 6,99,799, which may be divided as under :—

New works	Rs.	5,27,012
Repairs	,,	82,387
Establishment.....	,,	90,400
Grand Total....Rs.		6,99,799

Of the money spent on new works the sum of Rs. 3,04,186 may be said to have been expended at Karwar, and Rs. 2,02,390 on roads approaching it from the interior ; the balance (Rs. 20,436) representing the aggregate cost of miscellaneous new works in the districts.

The operations of the year 1864-65 have made a great difference in Karwar, and it is patent to all that enough has been done for the present by Government to meet reasonable demands of the mercantile community. What is now so urgently required is a system of good roads to act as feeders to the new port, and it is very necessary to prevent any check in the progress of the place that some new road should be made, or portion of an existing road improved, every year. In some cases the want of a single bridge gives a bad name to many miles of really excellent roadway.

The requirements of this district above noted should be borne in mind when the Budget for 1866-67 is under preparation.

It was before stated that the sum of Rs. 3,04,186 was spent on works in Karwar. The following list of works will show at a glance how the money was distributed :—

On Harbour Works.

Comprising works connected with light-house, wharf, sea-wall, and roads	Rs.	2,48,338
Towards the construction of a Collector's kutcherry, a large storied building, estimated to cost Rs. 41,000, add	,,	25,000
In providing quarters for establishments	,,	8,258

In constructing a post office	Rs.	6,000
In the enclosure-wall to the Roman Catholic and Protestant burial-grounds at Karwar	„	5,596
By compensation paid for land resumed for public purposes	„	4,104
In completing a travellers' bungalow commenced in the previous official year	„	3,888
Minor works	„	3,002
Total	Rs.	3,04,186

During the past year the money spent on new roads was distributed as under :—

On the Kyga Ghaut	Rs.	44,678
On the Arbyle approach	„	1,54,153

The small expenditure on the Kyga Ghaut road was owing to a contractor having failed, and the money spent on the Arbyle approach resulted in 18 miles of new roads being completed, and the worst portions of the Arbyle Ghaut and Ankola road being improved so as to open the whole line from Karwar to the boundary of the Dharwar collectorate for cart traffic.

STATEMENT RELATIVE TO WHAT IS PROPOSED TO BE DONE DURING THE PRESENT SEASON 1865-66.

The works under this head are obviously restricted to such as are sanctioned in the Budget for 1865-66 which limits the expenditure in this district to Rs. 4,03,920. This sum may be divided as under :—

New works	Rs.	2,89,825
Repairs	„	1,05,795
Tools and stores	„	8,300
Grand Total	Rs.	4,03,920

Out of the whole sum available for new works Rs. 79,145 will be expended at Karwar, Rs. 2,00,000 on roads approaching it from the interior, and Rs. 10,680 on miscellaneous new works in the districts.

The money to be laid out at Karwar will be spent on the following works :—

Harbour Works.

Comprising wharf and sea-wall, also wharf road and towards completing the light-house	Rs.	50,000
In completing the Collector's kutcherry, commenced in 1864-65	„	16,725
Building a Mamlutdar's kutcherry	„	12,420
Total	Rs.	79,145

Of the total sum available for new roads Rs. 1,50,000 will be spent on the new line approaching Karwar by the Kyga Ghaut, and Rs. 50,000 in improving the condition of the existing road by the Arbyle Ghaut.

We believe that a much larger sum than half a lakh of rupees could very profitably be spent on only fifteen miles of the present road from Yellapoor to the boundary of the Dharwar collectorate. However costly to undertake or difficult to execute, we believe it would be false economy to delay any longer in the matter of improving the piece of road above alluded to, for the jungle it traverses is sufficiently dreaded by all without adding the difficulties of a bad road, for the present line is nothing more than a cleared road, the surface of which would be cut up and rendered heavy if there happened to be any late rain, and it must be remembered that all the traffic to Karwar from the direction of Hooblee must pass through Yellapoor.

The money available for miscellaneous new works in the district has already been spent in constructing Kutcherries on an approved plan for the Mamlutdars of Hullial and Coompta. Besides the above works, some bridging operations debitable to Local Funds are in progress on the Gairsoopa Ghaut—a road useful in respect to the salt trade for facilitating the transport of the coast produce into Mysore by Talgoopa.

PUBLIC WORKS PROPOSED FOR THE BUDGET OF 1866-67.

Roads in connection with the Port of Karwar.

1. The most important work under this head is the piece of road to connect the Sircy and Coompta line at Sumpkhund with the Arbyle line near Agsoor, and so admit of South Dharwar, North Mysore, and the country to the south-east being placed in easy communication with the newly formed port of Karwar, which it is obviously desirable should drain the largest possible extent of country.

Every endeavour is being made to have the project for the above road ready for insertion in the Budget of 1866-67, and the sum of Rs. 1,00,000 might be allotted for expenditure in that year.

2. Plans and estimates relative to the improvement of the existing road from the boundary of the Dharwar collectorate by the Arbyle Ghaut, and thence on as far as Ankola on the line to Karwar, have already been submitted, and nothing should prevent a suitable allotment being made for the necessary improvements to this the first made, and as yet only approach to Karwar from the interior, and on the maintaining of which in a thorough state of repair so much stress has been, and will be laid by the mercantile community.

3. The next most important item under the head of work for improving communications to the port of Karwar is a bridge over the Gungawully river (or Baidtee Hullah), estimated to cost Rs. 17,103 on the road between Yellapoor and Moondagode by which traffic from the direction of Bunkapoor would reach Karwar. Plan and estimate for the bridge required have already been approved by the Superintending Engineer and submitted to Government.

4. The only impediment which now exists to cart traffic through between Belgaum and head of the navigation of the Kalanuddy (94 miles), and also between Dharwar and the same point *vid* Hullial and the Dandelli jungles (97 miles), is a ghaut not exceeding ten miles in length, which was partially opened by the Madras Government in 1861. The piece of road alluded to is known as the Unshy Ghaut. Plans and estimates for completing this ghaut road have already been submitted, and if the work is sanctioned, it will be the means of providing another direct approach to the port of Karwar from the Belgaum and Dharwar districts.

We are of opinion that if 2½ lakhs of rupees are provided in the Budget of 1866-67 for expenditure in that year towards carrying out the four projects above briefly described, the most urgent requirements of this district in regard to roads will have been fairly met and sufficient work for one season provided.

Buildings.

Under this head the requirements of Karwar are confined to the Judicial Department. It is advisable that some decision should be arrived at as to what style of buildings are required for the accommodation of the judge and his establishment, also of the jail, and it is very necessary for the steady growth, as it were, of this new port and settlement that the principal Government offices should be permanently located at the recognised head-quarters with as little delay as possible.

LOCAL FUNDS.

With regard to this subject we submit two statements—

1. Description of works executed during the year 1864-65.
2. The works proposed to be executed in the year 1865-66.

From these it will be seen that under the first head the expenditure has amounted to Rs. 6,874-10-1, and that under the second head the proposed expenditure is Rs. 43,114.

3. We are of opinion that under the peculiar circumstances into which these funds have been thrown by G. R. (P. W. D) 580 of the 9th March, which circumstances have been set forth in letter No. 1532 from the 1st Assistant Collector in charge of the Canara district to the Revenue Commissioner, dated the 19th of June last, further remarks than are contained in that letter do not appear necessary.

A. C. JERVOISE,
Acting Collector, Canara.

W. W. GOODFELLOW, Captain, R.E.,
Acting Executive Engineer, Canara.

STATEMENT showing the classification of the Works proposed to be done from the Local Funds as per Revised Budget, estimated for 1865-66, *submitted to the Revenue Commissioner with Mr. Stewart's letter No.* 967 *of the* 21*st April* 1865.

Classification.		Amount provided in the Budget.	Remarks.
		Rs. a. p.	
ORIGINAL WORKS.			
Buildings.			
1 Travellers' bungalow at Kirwuttee	7,016		
1 ditto at Yellapoor	7,016		
1 ditto at Arbyle	7,016		
		21,048 0 0	
Communications.			
Completing the following portions of the Coast Road now in progress:—			
1. Portion from Kauchully or the Gungawully river to Hollegudday on the Bedkunny river or the Agnasee road.....	4,713		
2. Portion from Ankola to the Gungawully river or Madankerry road.....	3,034		
3. Bridge and causeway at Belseh	4,626		
		12,373 0 0	This is a Budget provision for cost incurred during previous years.
REPAIRS.			
Communications.			
23 Travellers' bungalows at Rs. 50 each for repair	1,150		
23 do. do. for furniture.....	1,150		
		2,300 0 0	
OFFICE AND ACCOUNT ESTABLISHMENT.			
1 Clerk and Accountant	720		
Travelling allowance	660		
Contingencies	500		
		1,880 0 0	
Travellers' Bungalow Establishment.....		2,660 0 0	
Reserve at the Collector's disposal at 5 per-cent on the net balance of Local Funds on the 1st May 1865.....		2,853 0 0	
Total....Rupees		43,114 0 0	

STATEMENT showing the description of the Works executed during the year 1864-65 *and the money spent on them as shown in the Statement which accompanied Mr. Jervoise's letter No.* 806, *dated 26th May* 1865.

Executive Division or District.	PROJECTS. No.	Locality.	Description.	Estimated amount for 1864-65.	Amount expended in 1864-65.	Balance remaining 30th April 1865.	Amount required for expenditure in 1865-66.	Remarks.
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Canara Local Fund Committee.	117	....	Road to connect the town of Siddapoor with the village of Moothully.....	300 0 0	.....	300 0 0	300 0 0	
	118	....	Survey of a road from Hullial to Jowar	30 0 0	.....	30 0 0	30 0 0	
	119	....	Bridge on the road from Ankola to Gungawully ..	678 0 0	678 0 0	.....	.....	
	120	Yellapoor ..	Dhurumsalla	654 0 0	41 0 0	613 0 0	613 0 0	
	121	Ugsoor	Ditto	654 0 0	74 0 0	580 0 0	580 0 0	
	122	Devimony ..	Ditto	654 0 0	.....	654 0 0	654 0 0	
	123	....	Furniture for 23 travellers' bungalows	1,610 0 0	1,554 4 1	55 11 11	55 11 11	
	253	....	Discretionary allowance	550 0 0	266 13 5	283 2 7	283 2 7	
	256	....	Reserve Fund	728 0 0	714 3 4	13 12 8	13 12 8	
			Establishment	2,660 0 0	*2,709 6 1	.....	.....	* The excess of Rs. 49-6-1 can be met from the item for Repairs Rs. 1,280.
			Contingencies	33 0 0	33 0 0	.....	.....	
			Repairs	1,280 0 0	803 15 2	476 0 10	426 10 9	
			Total....Rupees	9,831 0 0	6,874 10 1	3,005 12 0	2,956 5 11	

14 a

No. 42 A.

1165 M OF 1865.

PUBLIC WORKS DEPARTMENT :

Bombay Castle, 23rd May 1865.

MEMORANDUM.

The Superintending Engineer Southern Division is requested to be so good as to forward, in consultation with the Revenue Commissioner S. D., a statement showing—

(*A*) The Imperial roads in Canara, with the amount of repairs for each provided for in the Imperial Budget.

(*B*) The same information as respects Local Roads.

2. Lieutenant Colonel Fife should also report the net amount of tolls collected in 1864-65—

(1) On roads (*A.*)

(2) On roads (*B.*)

3. An early reply is requested.

By order,

T. F. DOWDEN, Lieutenant, R.E.,

Acting Under-Secretary to Government.

No. 4589 OF 1865.

PUBLIC WORKS DEPARTMENT:

Office of Superintending Engineer S.D., Poona, 20th July 1865.

To the REVENUE COMMISSIONER S. D., Poona.

SIR,—With reference to a memorandum from the Acting Under-Secretary to Government, PublicWorks Department, No. $\frac{42\ A}{1165\ M}$ of the 23rd May 1865, copy of which is herewith enclosed, I have the honour to forward a letter from the Executive Engineer, Karwar, No. 1935, dated 8th instant, and its enclosures, for your information and any remarks you may think the subject calls for. On learning your views I will transmit the Road statement to Government if you will be good enough to return it.

I have the honour to be, &c.

J. G. FIFE, Lieut. Colonel,

Acting Superintending Engineer S. D.

No. 2588 of 1865.

Poona, 24th July 1865.

Forwarded to the Collector of Canara, with a request that he will be so good as to favour Mr. Hadow at an early date with any remarks which he may have to offer as to the classification of the roads mentioned in the accompanying statements A and B, and with reference to the classification rules contained in the Government letter P. W. D. No. 2186, dated 5th November 1863, a copy of which accompanied Mr. Hadow's endorsement No. 2269, dated the 4th instant.

2. The Collector should also report the amount of toll collections, with gross and net, made in his collectorate during 1864-65, and on what roads these tolls were levied.

J. W. HADOW,
Acting Revenue Commissioner S. D.

No. 1935 of 1865.

Public Works Department :

Executive Engineer's Office, Karwar, 8th July 1865.

To the SUPERINTENDING ENGINEER S. D.

Sir,—Referring to the Under-Secretary to Government's memorandum No. $\frac{42 \text{ A.}}{1165.}$ dated 23rd May last, received with your memorandum No. 3400, dated 30th idem, I beg to append two lists, A and B, showing the Imperial and Local Roads in the Canara district.

2. The information called for in the 3rd paragraph of the Under-Secretary to Government memorandum above quoted is as under :—

Net amount of Tolls collected in 1864-65.

On Imperial Roads	(*A*)	Rs. 42,634-15-1
On Local do.	(*B*)	None.

I have the honour to be, &c.

J. H. R. CRUIKSHANK, Lieut., R.E.,
Officiating Executive Engineer, Canara.

STATEMENT A,

Showing the Imperial Roads in Canara, with the amount of Repairs provided for each, as called for in Memorandum No. $\frac{42A}{1165}$, *dated 23rd May* 1865, *from the Under-Secretary to Government.*

No.	Names of Roads.	Amount provided for in the Estimate for Repairs 1865-66.			Remarks.
		Rs.	a.	p.	
1	Road from Dharwar frontier to Coompta *viâ* Dhevamony Ghaut	32,760	0	0	No definite orders having as yet been received as to the amount of deduction on the annual estimates submitted, I am unable to fill in the amount provided for each road in the Imperial Budget of 1865-66.
2	Ditto from ditto to Karwar *viâ* Arbyle Ghaut	32,602	0	0	
3	Ditto from ditto to ditto *viâ* the Khyga Ghaut	.....			
4	Road from Soonksaul to Coompta.....	753	0	0	
5	Ditto from Hullial to Gairsoopa *viâ* Yellapoor, Sircy, and Sidapoor, as under :—				
	Road from Sircy to Gairsoopa falls and to Gairsoopa 4,998 0 0				
	Ditto from Moondagode towards Yellapoor up to Sidulgoonjee nulla. .. 2,520 0 0				
	Ditto Yellapoor towards Moondagode up to ditto 2,520 0 0				
	Ditto from Yellapoor towards Hullial up to Tuttee hulla 3,255 0 0				
	Ditto from Hullial towards Yellapoor up to ditto 2,625 0 0				
		15,918	0	0	
6	Road from Dharwar frontier to Cadra *viâ* Hullial and Unshy as under :—				
	Portion of road from Mavincope to Hullial 446 0 0				
	Ditto Hullial to Unshy 6,720 0 0				
		7,166	0	0	
7	Coast road Canara district	3,286	0	0	
	Total ....Rupees	92,485	0	0	

J. H. R. CRUIKSHANK, Lieut., R.E.,
Officiating Executive Engineer, Canara.

STATEMENT B,

Showing the Local Roads in Canara, with the amount of Repairs provided for each, as called for in Memorandum No. $\frac{42\ A}{1165}$ *of 23rd May* 1865, *from the Under-Secretary to Government.*

No.	Names of Roads.	Amount provided in the Estimate submitted for 1865-66.			Remarks.
		Rs.	a.	p.	
1	Sammasghee branch road	2,646	0	0	No definite order having as yet been received as to the amount of deduction on the annual estimates submitted, I am unable to fill in the amount provided for each road in the Imperial Budget of 1865-66.
2	Road from Mirjan to Kuttegaul	1,701	0	0	
3	Do. Palla to Bunkapoor	756	0	0	
4	Do. Openpatun to salt cotties	378	0	0	
5	Do. Seedapoor to Bilghey	446	0	0	
6	Do. Gairsoopa falls to Talgoopah in the Mysore territory	945	0	0	
7	Neelcond branch road	892	0	0	
8	Road from Sircy to Bunawassee	1,428	0	0	
9	Sircy station roads	446	0	0	
10	Road from Sircy towards Yellapoor *viâ* Soondah	2,205	0	0	
11	Do. from Yellapoor towards Sircy *viâ* Soondah	2,126	0	0	
12	Do. from Honore to Santagul	800	0	0	
13	Coompta town roads	263	0	0	
14	Road from Coompta *via* Chundawar and Santagul to the foot of the Neelcund Ghaut	1,008	0	0	
15	Branch road from Openpatun to Chundawar, which connects the Sircy and Devamony ghauts	367	0	0	
16	Road from Soopah to Haragully	819	0	0	
17	Koondal Ghaut approach	630	0	0	
18	Coosey do. do.	1,254	0	0	
19	Diggy do. do.	928	0	0	
20	Dokurpah do. do.	300	0	0	
21	Tinney do. do.	625	0	0	
22	Road from Osserda to Tinney	1,890	0	0	
23	Road from Konay to junction at Ahmedhully *viâ* Hyderghur Ghaut	458	0	0	
	Total.... Rupees	23,311	0	0	

J. H. R. CRUIKSHANK, Lieut., R.E.,
Officiating Executive Engineer, Canara.

No. 1975 OF 1865.

Karwar, 18*th August* 1865.

In reply to the above the Acting Collector has the honour to state that he considers the classification of Imperial and Provincial Roads, exhibited in the statements A and B accompanying Lieutenant Cruickshank's letter No. 1935 of the 18th ultimo, to be correct, with the following exception :—

Road No. 4 in Statement B.—Oopinputtan to the salt cotties. It connects the main road from Coompta to Sircy with the salt cotties, and is used by cart and pack bullocks conveying salt exported to Mysore and other provinces in the nterior.

2. Roads No. 16 to 22 of the same statement.—Ghaut passes between Canara and the Goa territory. These roads should, the Acting Collector thinks, be considered Imperial roads.

The Acting Collector begs to submit revised statements A and B with reference to the above remarks, and to add a list of purely local roads (C). He is not aware of any other purely local roads projected or in progress which require inclusion in the last statement. Those shown in it have already been partially made. They are fair-weather roads, and the amounts noted in the margin, and provided for in the Local Fund Budget of this collectorate for 1865-66, are intended to provide for the expenditure already incurred on them.

1. Portion from Kanchully or Gungawully river or the Agnasi road	4,713
2. Portion from Ankola to the Gungawully river or Madangerry road.	3,034
3. Bridges and causeways at Balseh.	4,626
Total .... Rs.	12,373

3. The sum of Rs 58,742, set aside from the Canara Local Fund Budget as a contribution to the Imperial Budget for 1865-66, was, the undersigned presumes, fixed before the net collections from tolls during 1864-65 were known. As shown in the statement which is hereto annexed, the gross revenue realised from tolls up to the 30th April 1865 amounted to Rs. 46,663-0-2, all collected on Imperial roads, and the net collections to Rs. 42,634-15-1. This amount, or such portion of it as may be fixed on, will now be the contribution to the Imperial Budget; but as it falls short of the estimated expenditure shown in the statements A and B, it would be a contribution in lump towards the total expenditure as follows :—

	Rs.
Total estimated expenditure as per Statement A ...	99,309
Do. as per do. B	16,487
	1,15,796
Tolls	42,635
Imperial Funds	73,161

A. C. JERVOISE,
Acting Collector, Canara.

REVISED STATEMENT A,

Showing the Imperial Roads in Canara, with the amount of Repairs provided for each.

No.	Names of Roads.	Amount provided for in the Estimate for Repairs 1865-66.	Remarks.
		Rs. a. p.	
1	Road from Dharwar frontier to Coompta *via* Devimony Ghaut	32,760 0 0	
2	Road from ditto to Karwar *via* Arbyle Ghaut ..	32,602 0 0	
3	Road from ditto ditto *via* the Khyga Ghaut ..	.....	
4	Road from Soonksal to Coompta	753 0 0	
5	Road from Hullial to Gairsoopa *via* Yellapoor, Sircy, and Siddapoor, as under:—		
	Rs. a. p.		
	Road from Sircy to Gairsoopa falls and to Gairsoopa 4,998 0 0		
	Road from Moondagode towards Yellapoor up to Sidulgoondee nulla .. 2,520 0 0		
	Road from Yellapoor towards Moondagode up to ditto 2,520 0 0		
	Road from Yellapoor towards Hullial up to Tuttee Hulla..... 3,255 0 0		
	Road from Hullial towards Yellapoor up to ditto 2,625 0 0		
		15,918 0 0	
6	Road from Dharwar frontier to Cadra *via* Hullial and Unshy, as under:—		
	Portion of road from Mavincope to Hullial 446 0 0		
	Ditto Hullial to Unshi 6,720 0 0		
		7,166 0 0	
7	Coast road Canara district	3,286 0 0	
8	Road from Openpatun to salt cotties	378 0 0	
9	Road from Soopa to Hargully.....	819 0 0	
10	Koondal Ghaut approach	630 0 0	
11	Cooesy ditto	1,254 0 0	
12	Diggy ditto	928 0 0	
13	Dokurpa Ghaut approach.....	300 0 0	
14	Tinay ditto	625 0 0	
15	Road from Osserda to Tinay	1,890 0 0	
	Total....Rupees	99,309 0 0	

A. C. JERVOISE,
Acting Collector, Canara.

Karwar, 18*th August* 1865.

REVISED STATEMENT B,

Showing the Provincial Roads in Canara, with the amount of Repairs provided for each.

No.	Names of Roads.	Amount provided in the Estimate submitted for 1865-66.	Remarks.
		Rs. a. p.	
1	Summusghee branch road	2,646 0 0	
2	Road from Meerjan to Kuttegul	1,701 0 0	
3	Ditto Pallah to Bunkapoor	756 0 0	
4	Ditto Siddapoor to Bilghy	446 0 0	
5	Ditto Gairsoopa falls to Talgoopah in the Mysore territory	945 0 0	
6	Neelcond branch road	892 0 0	
7	Road from Sircy to Bimwassee	1,428 0 0	
8*	Sircy station roads	446 0 0	
9	Road from Sircy towards Yellapoor *viâ* Sondah..	2,205 0 0	
10	Ditto from Yellapoor towards Sircy *viâ* Sondah..	2,126 0 0	
11	Ditto from Honore to Santgul.....	800 0 0	
12	Coompta town roads.....	263 0 0	
13	Road from Coompta *viâ* Chandawur and Santgul to the foot of the Neelkoond Ghaut	1,008 0 0	
14	Branch road from Oopenpatun to Chandawur which connects the Sircy and Devimony ghauts	367 0 0	
15	Road from Konay to junction at Ahmedhully *viâ* Hyderghur Ghaut	458 0 0	
	Total....Rupees	16,487 0 0	

* These are town roads, and ought properly to be charged to Municipal Funds, but the municipalities in those towns have not as yet been organised.

A. C. JERVOISE,
Acting Collector, Canara.

Karwar, 18*th August* 1865.

STATEMENT C,

Showing the Local Roads in Canara, with the amount of Repairs provided for each.

No.	Names of Roads.	Amount provided in the Estimate submitted for 1865-66.	Remarks.
		Rs. a. p.	
1	Portion from Kanchully or Gungawully river or the Agnasi road.....	4,713 0 0	
2	Portion from Ankola to the Gungawully river or Madangerry road.....	3,034 0 0	
3	Bridges and causeways at Balseh	4,626 0 0	
	Total....Rupees	12,373 0 0	

A. C. JERVOISE,

Acting Collector, Canara.

Canara Collector's Office, Karwar, 18th August 1865.

STATEMENT showing the amount of Tolls collected on each Road in the District in the following lines of Canara during 1864-65, *minus charges against the current Collections.*

No.	Line of Roads.	Name of Toll Bar.	Amount collected.	Total.	Remarks.
		Imperial Roads.	Rs. a. p.	Rs. a. p.	
1	Line leading from Hooblee to Coompta *viâ* Moondagode and Sircy	1 Moondagode	6,857 13 2		
		1 Sircy	17,368 14 0		
		1 Kitgal	15,470 8 3		
				39,697 3 5	
2	Arbyle line leading from Kulghutgee to Coompta *viâ* Yellapoor.	1 Kurwutty	1,525 5 10		
		1 Yellapoor	2,455 13 10		
		1 Soonksal	1,477 15 9		
				5,459 3 5	
3	Line leading from Mysore to Gairsoopa	1 Gairsoopa	882 9 5	882 9 5	
4	Do. leading to Goa from Nandigode and Hullial *viâ* Tinai..	1 Tinay	422 7 3	422 7 3	
5	Yellapoor and Unshee roads from Dharwar to Hullial.....	1 Kesrolly	201 8 8	201 8 8	
				46,663 0 2	
		Deduct charges	.....	4,028 1 1	
		Balance....Rupees	.....	42,634 15 1	

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Karwar, 18*th August* 1865

A. C. JERVOISE,
Acting Collector, Canara.

15

PRESIDENCY DIVISION.

BOMBAY DEFENCES.

MEMORANDUM SHOWING THE AMOUNT OF WORK DONE, WITH THE EXPENDITURE INCURRED, FROM BOTH IMPERIAL AND LOCAL FUNDS DURING THE PAST OFFICIAL YEAR 1864-65.

Oyster Rock Battery.

On this work 8½ feet in height of walling was built during the year 1864-65, or 49,805 cubic feet of cutstone work, together with 10,200 cubic feet rubble stone filling in the rear. Expenditure on the same was Rs. 3,72,217.

Middle Ground Battery.

6,729,214 cubic feet of rubble filling-in was executed by contract and 878,973 cubic feet departmentally, or a total of 7,608,187 cubic feet filling-in on the Middle Ground Shoal was executed during the past year at a cost of Rs. 7,22,659.

Cross Island Battery.

On this Island a sum of Rs. 2,520 was spent on maintenance.

Colaba Point Battery.

The maintenance of this Battery during the past year cost Rs. 920.

Butcher's Island Battery.

The sum spent on this work for maintenance during the year 1864-65 was Rs. 294.

Open Accounts.

The expenditure on open accounts for 1864-65 was Rs. 1,25,194—

Reserve Stock.....	Rs.	35,241	3	3
Tools and Stores	„	89,953	4	9
Total....	Rs.	1,25,194	8	0

The above gives a total of expenditure from the Imperial Funds, on Original Works, Military, of Rs. 12,23,804.

Miscellaneous Public Improvements.

Fortification Demolition.

Western Ramparts. Of these Ramparts 609,264 cubic feet of masonry and earth were pulled down and removed during the past year at a cost of Rs. 8,377-6-2.

Eastern Ramparts 468,811 cubic feet of these Ramparts were demolished and removed at a cost of Rs. 9,472-2-3.

Esplanade Roads. 1,352,520 square feet or 13,180 running-feet of road, including footpaths and filling in ditches and wells, have been constructed during the year 1864-65 at a cost of Rs. 4,24,891-1-2.

Eastern Boulevard. Rupees 164-8 was expended on the partially pulling down the markets on this road.

Abstract of Expenditure on Public Improvements.

Fortification Demolition.

Western Ramparts.....	Rs.	8,377	6	2
Eastern Ramparts	,,	9,472	2	3
Esplanade Roads	,,	4,24,891	1	2
Eastern Boulevard	,,	164	8	0
Total....	Rs.	4,42,905	1	7

Local Funds.

Local Funds. Ordinary Repairs. The conservancy of the Esplanade was maintained at a cost of Rs. 28,360-7-4 ; that of the Fort George at a cost of Rs. 1,413-13-1.

The funds collected during 1864-65 were as follows:—

	Collections.				Expenditure.		
Esplanade.....	71,154	6	6	....	28,360	7	4
Fort.....	2,644	6	8	....	1,413	13	1
Total.... Rs.	73,798	13	2	....	29,774	4	5

The difference Rs. 44,024-8-9 was paid into the Bank of Bombay.

Total Expenditure. The total expenditure on all works during 1864-65 was as follows :—

Imperial Funds	Rs.	16,66,709	2	0
Local Funds.....	,,	29,774	4	5
Total....	Rs.	16,96,483	6	5

ABSTRACT showing Expenditure from Imperial and Local Funds, together with account of Work done during the year 1864-65.

Name of Works.	Expenditure.		Work done, showing nature of the same.
	Imperial Fund.	Local Fund.	
ORIGINAL WORKS.	Rs. a. p.	Rs. a. p.	
Military.			
Oyster Rock Battery	3,72,217 0 0	.....	49,805 cubic feet cutstone walling to face Battery.
Middle Ground Battery	7,22,659 0 0	.....	7,608,187 do. rubble stone filling.
Cross Island Battery	2,520 0 0	.....	Maintenance.
Colaba Point Battery	920 0 0	.....	Ditto.
Butcher's Island Battery	294 0 0	.....	Ditto.
Open Accounts	1,25,194 0 0	.....	
MISCELLANEOUS PUBLIC IMPROVEMENTS.	12,23,804 0 0	.....	
Fortification Demolition.			
Western Ramparts	8,377 6 2	.....	609,264 cubic feet demolition and removal of Ramparts.
Eastern Ramparts	9,472 2 3	.....	468,811 do. do. do.
Esplanade Roads	4,24,891 1 2	.....	1,352,520 square feet of roadway, including footpaths and filling in ditches and wells, constructed.
Eastern Boulevard	164 8 0	.....	Partially removing markets.
ORDINARY REPAIRS.	4,42,905 1 7	.....	
Esplanade	.....	28,360 7 4	Conservancy.
Fort George	.....	1,413 13 1	Ditto.
Total....Rupees	16,66,709 1 7	29,774 4 5	Total expenditure was Rupees 16,96,483-6-0.

LIST OF BATTERIES, SHOWING THEIR ARMAMENTS ALREADY COMPLETED.

	Guns.	Description.	
Cross Island Battery	12	110-pr. Armstrong.	Completed.
Colaba Point Battery	10	110-pr.	ditto.
Do. do.	8	13 inch mortars.	Completed.
Butcher's Island Battery ..	6	32-pr.	open Batteries.
Jamsetjee Bunder	4	56-pr.	
Apollo Pier	4	56-pr.	
Dockyard	4	56-pr.	
Custom House	4	56-pr.	
Hornby Battery	12	8-pr.	Some alterations to admit 12 pivot guns were to be made.
Ditto	8 mortars 13 in.		

No. 2.

PROPOSED WORKS AND EXPENDITURE DURING THE CURRENT YEAR 1865-66.

Oyster Rock Battery.

With respect to the Oyster Rock Battery it is feared that but comparatively little work will be done during the current year in consequence of the non-receipt of Plans from England of the 600-pr. Armstrongs to be placed in turrets to command the different portions of the harbour and its approaches in front of the several faces of the Battery.

2. The following, however, require to be done, and may be commenced and pushed on during the approaching working season.

3. The interior of the Battery requires to have moorum thrown in over the present rubble filling, and so sloped as to allow the drainage to fall to the rear.

A permanent Pier also is required a little south of the present temporary one, with defensible arrangements, say, two howitzers to range up and down channel.

Middle Ground Battery.

The same cause for the delay of the work of the Oyster Rock Battery holds good for that of the Middle Ground. Here, however, there will require to be some more filling in to bring up the whole level of the foundation of the future Battery to half tide. This it is proposed to do departmentally; also to make arrangements at Pan Pier for preparing concrete blocks for foundations.

Cross Island Battery.

Plans for a defensible keep and guard-house, and also for quarters for one sergeant, are in hand, and as soon as they are sanctioned by Government the different buildings might be com-

menced. With respect to the defensible keep, however, it is respectfully submitted that it is a most unnecessary work, as there is not space enough on the island to make it sufficiently large to be of any substantial use, and as the island would be within range of a battery which might in time of war be temporarily constructed on the reclamation near the Carnac Bunder, a few shells from such a battery would render that on Cross Island completely untenable, supposing it to have been taken by the enemy. A wall closing the gorge, loop-holed for a double fire of musketry, will be all that is required. It is therefore requested that the decision of Government on the subject of the keeps in the gorges of the Batteries on Oyster Rock and Cross Island may be re-considered.

Colaba Point Battery.

An Epaulment to contain an expense magazine and shell-filling room has to be constructed on the south side of the Colaba Point Battery to stop any enfilade fire that might come in this direction. A fence has also to be erected to keep cattle from wandering into the Battery and destroying any portions of it.

Plans and estimates for the above will be sent in as soon as they can be prepared, and if sanctioned in time, might be commenced in the coming working season.

Plans and estimates for quarters for 1 sergeant, 1 tindal, and 12 lascars are ready and will be forwarded for sanction almost immediately, and as soon as sanction is obtained the work might be put in hand.

Butcher's Island Battery.

It is not proposed that anything should be done during the present year to this Battery, but plans and estimates might be prepared for a new face to the Battery to have a direct fire on the deepwater channel towards Karanja Island, when the new battery on the Butcher's Island shoal is completed.

Workshops.

Plans and estimates are now being prepared, and will be forwarded as soon as ready, for the new workshops to be erected at Mazagon. As soon as sanction is obtained the reclamation of the ground might be commenced, and as sites are obtained the workshops might be erected.

Esplanade new Roads.

It was understood that on the change in the Executive Engineer's offices in Bombay the whole of the duties appertaining to the Rampart Removal Committee would be transferred to the Architectural Executive Engineer and Surveyor, and such, indeed, has been the case, with the single exception of the Esplanade new Roads, which still remain in the charge of the Executive Engineer Bombay Defences, and greatly tend to impede the carrying out of the more important projects in the harbour by taking up valuable time which might be usefully employed with duties which refer especially to the defences. It is requested therefore that the roads which remain in the charge of the Executive Engineer Bombay Defences, together with the

constructing of those which have still to be made, be at once handed over, as was at first intended, to the charge of the Architectural Executive Engineer. The sum of Rs. 24,535, the balance for these roads on the 1st May last, together with the sum of Rs. 30,228, allotted for these roads in this year's budget, plus the sum of Rs. 44,473 already applied for for the maintenance of those completed, less the sum of Rs. 13,435-3 spent this year on maintenance, or a total of Rs. 85,810-13, might be transferred to the credit of the Architectural Executive Engineer for the purposes above specified.

Balance	24,535 0
Budget grant ..	30,228 0
Sum applied for ..	44,473 0
	99,236 0
Sum spent this year	13,425 3
	Rs. 85,810 13

MEMORANDUM OF ITEMS OF PROPOSED EXPENDITURE DURING THE CURRENT YEAR IN ADDITION TO THE BUDGET GRANT.

	Rs.	a.	p.
Esplanade Roads	44,473	0	0
Removing the arched parapet of the Flanking Battery in the Custom-House Bunder	973	0	0
Demolition of the Eastern Ramparts.....	2,537	0	0
Sergeants' and Lascars' quarters at Colaba Point Battery.....	7,300	0	0
Colaba Point Battery (maintenance)	450	0	0
Cross Island Battery (do.)	800	0	0
Total..	56,533	0	0

Excess on last year's Grant.

Work done in 1864-65 *but paid for in* 1865-66.

Middle Ground Battery	3,41,393	0	0
Oyster Rock Battery	9,454	0	0
Colaba Point Battery	63	0	0
Tools and Stores	38,104	0	0
Reserve Stock	36,646	0	0
Total....	4,26,200	0	0
Grand Total....Rs.	4,82,733	0	0

No. 3.

PROPOSED WORKS FOR 1866-67.

Oyster Rock Battery.

As it is to be hoped that the plans for the turrets to hold 60-pr. Armstrongs will have been received from the War Office before the commencement of the year 1866-67, completed plans for the Oyster Rock Battery, showing the position of the turrets and the arrangement of the 100-pr. Armstrongs between the turrets, can be prepared, and when sanctioned by Government, orders could be sent to England for the required number of turrets, with guns complete. It is not expected, however, that they could be received so as to allow of their being fixed during the year 1866-67.

Any work to the permanent pier not finished in 1865-66 might be completed in 1866-67.

Middle Ground Battery.

It is not expected that any work will be done on the Middle Ground Shoal during the year 1866-67 beyond repairing any damage that may occur to the filling-in with respect to the side slopes and general level of the surface. Plans and estimates, however, it is hoped will be able to be prepared this season. Trenching foundations and manufacture of concrete block at Pan Pier.

Cross Island Battery.

If the defensible keep is decided upon, it would, together with the guard-house and sergeant's quarters, be completed, or at all events pushed on as much as possible.

Colaba Point Battery.

The epaulment and fencing required could be completed in this season, also the quarters for 1 sergeant, 1 tindal, and 12 lascars.

Butcher's Island Battery.

To this Battery it is proposed either to add another face which shall fire across to Karanja, or to erect a new Battery on a shoal to the south-west of the island which shall more directly command the entrance up the deepwater channel.

These works might in conjunction with similar works at Pan Pier and Elephanta be put in hand this season, supposing the plans and estimates for the same to have been prepared and sanctioned.

Workshops.

The erecting of the sheds for the new workshops, together with the arranging of the present cap manufactory for the saw-mills and fixing the staging for the overhead travelling steam-cranes could be pushed on. A pier consisting of 200 feet in length, dry rubble and open pile work 460 feet, might be commenced as soon as the estimates are sanctioned.

MEMORANDUM FOR THE CONFERENCE OF 1865-66.

By Captain J. A. Fuller, R.E. (late Executive Engineer Presidency.*)

Moody Bay.

On taking this work out of the hands of the present contractors, Government have decided to let Moody Bay in contract to an eminent contractor. I should advise that the filling be put in hand by petty contract directly after the monsoon, with the view of getting the depôt for materials completed as fast as possible, when I should recommend that the concrete foundation in caissoons be commenced departmentally until their cost and efficiency are fully proved. If you let work in contract the efficiency of which is a matter of doubt, Government will not only have to pay three or four times its value, but will subject themselves to severe loss in the event of failure, as the contractor would undoubtedly get the best of such a case if submitted to arbitration. No contractor would undertake risk of failure at any cost, more particularly when the Government Engineers entertained doubts regarding the foundations, which doubts can only be removed by experiment, and until the depôt is completed the foundations cannot be commenced, as they cannot be got at.

Apollo Reclamation.

If another three lakhs be assigned to this, I have every hopes of being able to expend it. Two lakhs were assigned on account of the agreement with the former contractors, obliging them only to spend two lakhs annually, which was approved by Government.

J. A. FULLER, Captain, R.E.,
Architectural Executive Engineer and Surveyor.

BRIEF SKETCH OF WORK PERFORMED LAST YEAR, 1864-65.	BRIEF SKETCH OF WORK PROPOSED DURING 1865-66.
No. 1.	
Leper-ward.	
Two-thirds completed.	
Expended ..... Rs. 46,007	
Total expenditure ..... „ 46,007	Will complete. Budget allotment Rs. 10,000
No. 2.	
Wellington Fountain.	
Completed, with exception of polishing and erection of lamps, &c.	
Expended during 1864-65 Rs. 6,169	
Total expenditure ..... „ 11,169	Will complete. Budget allotment Rs. 4,848

* Now Architectural Executive Engineer (a newly created appointment).

No. 3.

Moody Bay Reclamation.

Expended during 1864-65 Rs. 57,548
Total expenditure..... ,, 2,26,953
in material depôt which is still incomplete.

Stopped at present awaiting settlement. Budget allotment Rs. 23,24,70.

No. 4.

Apollo Bay Reclamation.

One-fifteenth of the work done during the year and three-fifths of the whole work.
Expended..... Rs. 74,458
Total expenditure..... ,, 4,09,340

Will expend two lakhs given in Budget; have applied for more funds.
Five lakhs might be expended.

No. 5.

Reclamation between Dockyard and Pier one-eighth completed.
Expenditure during the year Rs. 72,749
Total expenditure..... ,, 72,749

Will complete.

No. 6.

1st set Mint additions.

Expended during the year Rs. 5,092
Total expenditure.... ,, 89,351
Completed.

2nd Set additions.

Expended during the year Rs. 27,837
Total expenditure .... ,, 71,978
Completed.

No. 7.

Foras Roads.

Government roads from central station to Worlee and Mahaluxmee respectively.
Expended during the year Rs. 3,77,255
Total expenditure.... ,, 3,772,55

Will complete. Budget allotment Rupees 85,658.

Elphinstone College.

Will expend two lakhs given in budget by Mr. Cowasjee Jehanghier.

Municipal Commissioner's Road.

Being surveyed. Will be put in hand if sanctioned.

J. A. FULLER, Captain, R.E.,
Architectural Executive Engineer and Surveyor.

No. II.

Government of Bombay. DETAIL OF ESTIMATE FOR ORIGINAL WORKS. **For 1866-67.**

Executive Division.	PROJECTS. No.	Locality.	Description.	Amount of Estimate.	Computed expenditure to 30th April 1866.	Estimate for 1866-67.	Remarks.
				Rs.	Rs.	Rs.	
Presidency.	1	Bombay.	Elphinstone College	5,13,444	2,00,000	2,00,000	
	2		Moody Bay Reclamation	59,08,960	23,24,701	25,00,000	
	3		Apollo Reclamation	17,96,306	2,00,000	5,00,000	
	4		Extension of Dockyard, and converting slips into basins for Custom's Department	6,62,251	....	3,00,000	Estimates and plans not completed.
	5		Constables' quarters	....	....	1,00,000	Not yet estimated.
	6		House of Correction, Butcher's Island	....	....	1,00,000	Ditto.
	7		Colaba Barracks	....	....	1,00,000	Ditto.
	8		Byculla Police Court	....	....	1,50,000	Three lakhs given in competition.
	9		Fort ditto	....	....	1,50,000	Awaiting list of an accommodation from Government to enable me to design this.
	10		Extending the Apollo Pier and attaching thereto a Floating Pier	15,42,779	....	5,00,000	

Architectural Executive Engineer and Surveyor's Office,
Bombay, 18th August 1865

J. A. FULLER, Captain, R.E.,
Architectural Executive Engineer and Surveyor.

ving to the change in the constitution of the Executive charge at the Presidency and the appointment of Captain Fuller as Architectural Executive Engineer, no matter of any special interest was put forward by the present Executive Engineer beyond financial details.

ADEN.

During the past season the following works have been carried out from Imperial Funds :—

	Expended in 1864-65.
Military.	Rs.
Ras Tarshayne Battery has been completed except Raur beds	5,373
Additional shellroom and magazine to Ras Tarshayne Battery commenced	1,353
Additions to Ras Morbut Mole Battery completed	1,912
Shellroom to Ras Morbut Mole Battery completed	1,024
Shellroom to West Cliff Battery completed	1,390
Plastering the Isthmus Ramparts carried on	11,000
Battery on Seerah Mole commenced (site condemned, although infinitely superior to the new site selected by the authorities in Bombay)	1,690
Battery on Southern Range commenced	263
Scarping Southern Range carried on (work being done by the Sappers).	887
Upper-storied barracks Front Bay—No. 1 barrack handed over, No. 2 barrack is ready to receive the roofing	34,976
Native Infantry lines—4 married men's quarters, 4 native officers' quarters, rear-guard and water-shed completed, 6 pendalls for single men, 2 pendalls for married men completed to roofing	19,824
Upper-storied barracks Steamer Point, No. 1 barrack, cookhouse, washhouse, urinary, privies, canteen, water-shed, and quarter-guard completed, also a patcherry with its outhouses ; other buildings of this sanction have made good progress	61,187
Subsidiary buildings Isthmus barrack. All buildings comprised under this sanction, except the Commissariat stores, have been handed over, or are almost ready to be handed over to the troops	70,965
Isthmus drainage—about 2,000 running feet of drain completed	4,750
Cookroom to European Hospital completed	2,000
Fire-Engine shed, Camp do.	720
Converting servants' into apprentices' quarters, European Hospital, completed	735
Removing roof of Artillery patcherry destroyed by fire do	8,255
Civil Buildings.	
Removing old Custom-house and re-building on different site completed.	2,040
Alteration to the Residency, Steamer Point, completed	4,224
Special repairs to Residency, Steamer Point, completed	4,054
Miscellaneous.	
Constructing a channel to carry off the water from below the Hydroos Bund completed	3,468
Lengthening Bund at head of Regimental bazar completed	1,000

In addition to the above several minor works and repairs have been executed. Expenditure on works for 1864-65 Rs. 2,99,268, on establishment Rs. 28,491, on contingencies Rs. 4,044,—grand total expenditure Rs. 3,31,803.

There has been no expenditure from Local Funds.

The following works are in hand this season :—

Covering walls of European hospital at Steamer Point with cloth.
Upper-storied barracks, Front Bay.
Native Infantry lines.
Upper-storied barracks, Steamer Point.
Subsidiary buildings, Isthmus barracks.
Scarping Southern Range.
Additional magazine and shellroom, Ras Tarshayne battery.
Battery on Southern Range.
Additions and alterations at Perim.
Ventilating European patcherries.
Inserting pivots, Ras Tarshayne battery.
Plastering Isthmus ramparts.
Draining the Isthmus.
Additional upper-storied barrack, with subsidiary buildings, Steamer Point.
Privies and urinaries Native Infantry lines.
Paving lower rooms, Isthmus barracks.
Family quarters and outhouses at the Isthmus.
Four bathrooms to barracks.
Quarters for Deputy Commissary of Ordnance and subordinates.
Reserve powder magazine.
Verandah to Isthmus arsenal.
Burial-ground, Holkats Bay.
Fire-Engine shed, Steamer Point.
Lighthouse, Marshag.
Repairing pier of Obstruction.
Plastering masonry scarps between Darub-el-hosh and Barrier Gate.
Channels and bunds, Tawella Valley (Famine relief), and other minor works and repairs.

The following works are proposed for 1866-67 :—

Upper-storied barracks, Front Bay.
Do. do. Steamer Point.
Scarping Southern Range.
Lighthouse, Marshag.
Additional upper-storied barracks, with subsidiary buildings, Steamer Point.
Family quarters and outhouses, Isthmus.
Quarters for Deputy Commissary of Ordnance and subordinates.
Reserve powder magazine.
Verandah to Isthmus arsenal (the above are in progress already).
Battery on Flint Island.

European General Hospital, Steamer Point.

Hospitals for European troops, Steamer Point, and natives in camp.

Armourer shop for European regiment.

Additions and alterations to house of Superintending Engineer, Government Condensers.

Road up to Ras Tarshayne.

Galvanized iron tubing to condensers.

Additional pucka accommodation, so as to give each soldier 90 square feet per man; upper and lower rooms being used as dormitories.

Cranes for the Commissariat Department.

Raising outer tier of guns, Ras Morbut Fort.

Substituting terraced for jowlie roofs to buildings at Aden.

H. PYM, Captain, R.E.,
Executive Engineer, Aden.

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on 27 November, 2018